

**The Daily Gazette**  
PUBLISHED EVERY EVENING EXCEPT SUNDAY,  
BY  
**HOLT, BOWEN & WILCOX,**  
IN LAPPIN'S BLOCK, MAIN STREET.  
**TERMS:**  
SIX DOLLARS A YEAR, PAYABLE IN ADVANCE.  
CHARLES HOLT, HIRSH BOWEN, DANIEL WILCOX.  
**RATES OF ADVERTISING.**  
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# JANESVILLE DAILY GAZETTE.

VOLUME 5.

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BY **HOLT, BOWEN & WILCOX,**  
IN LAPPIN'S BLOCK, MAIN STREET.

**TERMS:**  
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do 5 days	5.00
do 6 days	6.00
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do 100 days	100.00

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**J. A. PECKHAM, N. O.**  
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Wis. jan10d4wtf

**SLOAT'S SEWING MACHINES.**

**THE PEOPLE'S TESTIMONIAL**

**THE PEOPLE'S CERTIFICATE.**

**Messrs. Hemming & Thomas**

**At various times, and have worn them constantly for the**

**best of their health.**

**Yarns, Henry Wright, Porter, 4 75 16 months.**

**Henry Wright, Porter, 4 75 16 months.**

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**THE FARMERS' TESTIMONIAL**

**THE PEOPLE'S CERTIFICATE.**

**Messrs. Hemming & Thomas**

**At various times, and have worn them constantly for the**

**best of their health.**

**Yarns, Henry Wright, Porter, 4 75 16 months.**

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**WATCHES JEWELRY**

**SILVER AND PLATED WARE.**

**CLOCKS!**

**FANCY GOODS!**

**MEERSCHAUM PIPES,**

**Cigar Holders, &c.**

**A FRESH arrival of the above goods, embracing all**

**the latest styles and patterns**

**MAY NOW BE SEEN AT THE**

**Jewelry Store**

**OF**

**WEBB & LEE,**

**Which have been selected with the**

**GREATEST CARE**

**direct from the**

**IMPORTERS & MANUFACTURERS.**

**By Themselves.**

**Please Call & Examine the new Styles.**

**WEBB & LEE,**

**Lappin's Block, Janesville.**

**W. H. TALLMAN, H. W. COLLINS**

**EMPIRE DRUG STORE,**

**ESTABLISHED IN 1845.**

**TALLMAN & COLLINS,**

**SUCCESSORS TO**

**HOLDEN, KEMP & CO.,**

**PROPRIETORS.**

**HOLDEN, KEMP & CO., 1851**

**TALLMAN & COLLINS, 1857,**

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**DEALERS IN**

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**Drugs, Medicines, Chemicals, Pottery, Glass, Dye**

**Stuffs, Perfumery, Toilet Articles, Physicians**

**Glass Wares, Wines and Liquors for Me-**

**dical purposes. Great West-**

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**All orders for goods promptly attended to and respect-**

**fully filled.**

**TALLMAN & COLLINS.**

**MUSK!! DOUBLE**

**Of all Odors the Most Asting!**

**Is Stronger than any Imported Article.**

**ONLY COSTS 25 CENTS PER BOTTLE.**

**NIDONOL**

**WE WILL**

**EXTRACT**

**MANUFACTURER**

**DEALER**

**WEST MILWAUKEE STREET.**

**NEW SELL A GOOD**

**HAT OR CAP**

**CHEAPER**

**IN THE WEST.**

**Just Received,**

**the largest stock ever brought to**

**DAILY GAZETTE.**

**Correspondence of the Daily Gazette.**

**From the 17th Regiment.**

**CAMP ADVANCE, Oct. 2, 1861.**

**Dear GAZETTE:**—No where is the con-

**stant changing of the affairs of life so well**

**illustrated as here on the outposts of an**

**army. On the 28th ult., soon after we had**

**finished our breakfast, and just as we were**

**thinking what a fine day's rest we would**

**have after being on guard the day before,**

**the order came for twenty men from our**

**company to go to chopping timber in ad-**

**vance of where we had been. The captain**

**had scarcely gone with that detail, when**

**another came for thirty men for picket and**

**also the request that we draw thirty-six**

**overcoats for the picket. The request be-**

**ing complied with, then there was a rush**

**filling haversacks, canteens, rolling up can-**

**teens, rolling up blankets, and by nine**

**o'clock A. M. Orderly Herne had taken the**

**boys and gone, leaving Lieut. Clum in camp**

**with the lame, the maimed, the halt, the**

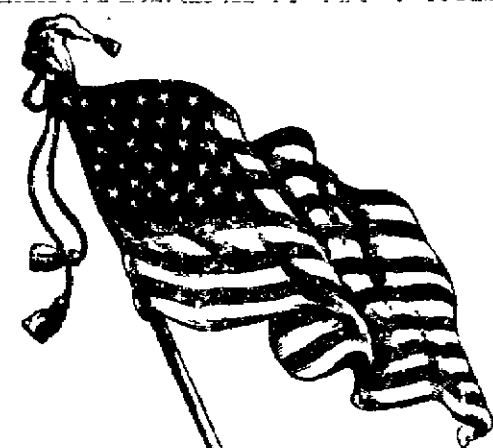
**blind and those whose guns were broken.**

**Those who were well enough went at work**

**cooking for those who were out on duty;**

**and about noon we were ordered to pack up**





Forever float that standard sheet!  
Where breathes the foe but falls before us?  
With Freedom's soil beneath our feet,  
And Freedom's banner streaming o'er us!

## Republican Nominations.

FOR GOVERNOR,  
**L. P. HARVEY,**  
OF L. H. JOHNSON,  
**EDWARD SALOMON,**  
OF MILWAUKEE,  
FOR SECRETARY OF STATE,  
**JAMES T. LEWIS,**  
OF COLUMBIA,  
FOR STATE TREASURER,  
**SAMUEL D. HASTINGS,**  
OF TEMPLETON,  
FOR ATTORNEY GENERAL,  
**JAMES H. HOWE,**  
OF OREGON,  
FOR BANK COMPTROLLER,  
**WM. H. RAMSAY,**  
OF OREGON,  
FOR SUPERINTENDENT OF PUBLIC INSTRUCTION,  
**JOSHUA L. PICKARD,**  
FOR PRISON COMMISSIONER,  
**HANS O. HEG.**

## Editorial Correspondence.

WASHINGTON, Oct. 2d, 1861.

To-day closes up my visit here, and to-morrow I turn my pace homeward heartily pleased with the prospect of the quiet a return to Janesville will afford. If the eye is never tired with seeing, certainly the feet get tired and sore with the effort necessary to see new sights, economically, or the pocket becomes lightened by the expenses of omnibus or carriage line.

After my failure to get "a pass" over the river to which I referred in my last letter, I accidentally fell in with our friend Graham of Janesville, who had succeeded in obtaining one through Secretary Seward for himself and his son William, and a letter from him to the Secretary resulted in attaching my name to the potent instrument.

This armed we left for the Chain Bridge Monday forenoon, with the intention of coming back via Alexandria. Though the full trip was not accomplished, from want of time, we had a memorable day.

First calling upon Gen. King, who then had only the 6th Wisconsin with him, visiting Montgomery Hall, one of Washington's headquarters, and greeting Dr. Chapman, Major Bragg, Lt. Col. Sweet and other acquaintances, we crossed on the Virginia side of the river. I shall make no attempt to describe the scenes we witnessed, as I am utterly unable to successfully accomplish it. While we were present, several regiments, with their long trains of army wagons, were marched out across the river for advanced positions, and all were in readiness for marching orders. We found the 2d and 5th Wisconsin encamped nearly together, and of course, visited each. Such a cordial greeting as we received from the Janesville boys never before fell to my lot. The first to recognize us were Lieut. McLean and Sergeant Saunders. They were engaged in a friendly attack on an apple wagon as we came up, and as soon as we could make our way to the tents there was a general "turning out" for hearty handshakes and hurried inquiries about friends at home. We saw less of Capt. Wheeler's company than of Capt. Ely's, as Wheeler and Clum were absent, with 41 men, on an advanced picket duty, and several whom we met in camp had just returned from a 50-hour absence on the same duty. Col. Cobb was sick in the hospital, and we consequently failed to see him. Generally, officers and men looked rugged and hearty, though they bore the appearance of camp life and hard duty. Many messages were sent to "loved ones at home," and if I fulfil all my promises I am afraid there will be a woman in Jackson street asking when I shall finish visiting those soldiers' wives.—It was hard to leave such friends, but an urgent invitation to stay two days, backed with a promise to see a fight, could not detain us. What Bro. Graham thought I cannot say; but for myself I remembered the fate of Congressman Ely and the exploits of Samaritan Benedict of Madison.

A dinner with the boys closed our visit, and we sped our way down the road on the banks of the river, passing camp after camp, fortification after fortification from which those suggestive 30 pounders were peering their open mouths, delayed by passing wagon trains, and receiving salutes from officers who, probably from the fact that our carriage was the only one among them that day, supposed we were some Prince of Wales or Duke of Devonshire. At Arlington Heights we spread ourselves in front of the famous Arlington House, and profaned with our vulgar feet the former home of the chivalrous rebel, Gen. Lee. At four o'clock we crossed the Long Bridge, and completed what is a gentleman's day's work in Washington; our driver concluded that his contract for a day's use of his carriage was fulfilled, and cut off the trip to Alexandria. But shortened as the trip was, the day has left recollections that death only can efface. Nothing but unusual good fortune and the aid of Mr. Graham procured me the pass to which I am indebted for a sight that hundreds about Washington have vainly sought to witness.

While the train was stopping at the Relay House on my way here, a portion of the Wisconsin 4th was passing with music and

mounted officers; the balance of the regiment is scattered at various places along the line of the railroad. The 3d is stationed at Frederick, and did good service in arresting the secession members of the Maryland legislature. I have met here several officers from both regiments who were in on business or a short furlough.

Wisconsin, however, is not represented alone by her military. I scarcely got into the street without seeing some "civilian" with whom I am acquainted. A. G. Alden, A. T. Gray, E. D. Tallman and R. C. Joseph, all from Janesville, are scattered through the governmental "departments." Frank Parker is astonishing the hotel-congregating people with his billiard playing. Last night I saw him make a run of 91 points, and then stopped because "game" was called. Frank says he can now beat Royal Wood and double-discount him, and I guess he can, for he occasionally runs out a full game without allowing his opponent to make a play. My pilot through the capitol and Smithsonian Institute was J. L. Briggs, former editor of the Beloit Journal, who has a comfortable clerkship under Mr. Etheridge, clerk of the house of representatives. I have several contributions for my secession and patriotic gallery, obtained at the navy yard here, and Ward's cannon works in New York.

I am getting my letter too long, or I would give you some illustration of the character of the rumors with which Washington is filled. A sample must suffice.—Going up the avenue this morning with Mr. Alden, a stranger accosted us with the remark—"There is great news at the war department this morning. McClellan is within a mile of Manassas Junction." This story was detailed with great earnestness, and enforced by the narrator declaring that he left Ball Cross roads last night at 12 o'clock and was a messenger to Gen. Scott, who had not slept a wink all last night and before whom he was summoned at 10 o'clock this forenoon. Though entire strangers he entrusted us with the gratifying news confidentially, as the department did not wish to have it generally known. Last night, a report was current that Gen. Wool had taken Norfolk with a great loss of life. And so the stories go. You hear enough, in all conscience, by telegraph, but the rumors sent off are a small portion of those in circulation.

Good bye, and all hands keep in good temper until I get home. C. H.

## Letter From on Board the Great Eastern.

The following letter written by one of our well-known citizens, who has been abroad in Europe for the past three months, to his partner in this city, though not intended for publication, has sufficient interest in this locality, where the writer and Mr. Whitton are so well known, to justify its publication, for the gratification of their numerous friends who will be inclined to hear of their safety:

ON BOARD THE GREAT EASTERN,  
QUEENSWICK, Ireland, Sept. 18th, 1861.  
MY DEAR HAWKS:—As I had previously informed you was my intention, myself and Mr. Whitton took passage on the Great Eastern, bound from Liverpool to New York, and sailed from the former port on Tuesday the 10th inst.—leaving the office at about 5 o'clock P. M.

We had about 400 passengers, of all classes, and these with the ship's crew of 350 men made altogether 750 souls on board. The ship had little freight and little ballast; and as a consequence she stood high and towering out of water as if to invite the perils we were unhappily destined to encounter in her. We had, however, fine weather, a smooth sea and a pleasant run until Thursday the 12th inst., at about 4 o'clock P. M., when, being well off the Irish coast on our way, a storm—not of great violence at first—broke upon us. No apprehensions were immediately felt for the safety of the vessel, but as the storm increased in severity and her huge proportions began to yield to the shock and gather motion, confidence in the boasted security of the vessel against the discomfort of sea-sickness and cognate evils speedily gave way to convictions too nauseating to need other demonstration that there was to be at least no exemption from the ordinary annoyances of a sea voyage. Not only so, but, the storm increasing, the work of destruction within and without soon became so frightful as to justify the most serious apprehensions for the safety of the vessel itself. By 5 o'clock P. M. the storm had increased greatly while the motion of the vessel had become so violent as to defeat all attempt at order, within, but still, what was more important, some sort of order was yet preserved on deck. Soon afterwards, however, it was discovered that the vessel was not under command. On attempting to bring her out of the trough of the sea, in which she was in great danger of foundering, she did not obey her helm. This at the time was supposed to be all attributable to the extreme violence of the storm and her immense size; but speedily the alarming discovery was made that the rudder was gone, and that the vessel was drifting at the mercy of the elements! The rudder post, of wrought iron, ten inches in diameter, had broken below the arms by which its action was controlled. Up to this time the vessel had been working her paddles and also her screw; but now the waves had not only taken away the rudder, but the side wheels as well—leaving not even the remnant of a wheel upon one side, and tearing up and destroying the heavy iron guards around both in the most frightful manner. This, of course, left us only the screw upon which to depend for motion, aside from the vessel's sails, with no power whatever left to govern or control that motion. All that could be done for the time was to allow the vessel to drift, remaining passive as we might be able as to consequences! It was a serious and trying time, that dark and gloomy Thursday night. Wildly drifting upon the ocean, helpless, almost hopeless, our immense vessel—the upper deck of which stood forty feet above her water line—was constantly rolling from one side to the other with a violence that put both life and limb in peril, each surge bringing the vessel upon its side with a crash

that threatened to crush it to atoms, and its only safety for the time depending upon its contingency as to whether the water should come in upon her quarter. Fortunately the water did not come in, and though the vessel rolled so low and fearfully, she righted beautifully from each recurring shock.—While destruction on deck seemed complete as to everything except that the hull of the vessel remained staunch and uninjured, run in below was far more frightful to the view though really less appalling as to the reality. The violence of the motion of the vessel had torn the furniture, fixtures and ornaments out of the grand saloon, dining saloons, pantries, store-rooms, and indeed in every part of the vessel, from their places, and left everything free to move whithersoever it might be carried. Imagination would fail to picture the terrific scene everywhere exhibited below deck. Crockery, glass-ware, silver-ware, chandeliers, lamps, sofas, tables, chairs—indeed the entire contents of the grand saloon, the two great dining saloons and their pantries, with their fixtures, were mingled in indiscriminate confusion and were running and sliding from one side of the immense saloons to the other, pouring down the gang-ways through to the state rooms below, carrying away railings, doors, and every other obstacle in their progress, with a force that soon made fragments of everything, and put everybody in peril who were not fortunate enough to barricade a corner in which to lash themselves fast. The crash and din of this general destruction, together with the constant breaking of windows and sky-lights and the falling of glass, added to the incessant plunging, rolling and crushing of the baggage and freights below, made the scene one of such awful terror that there was not needed a knowledge of the really greater dangers without to impress the mind with the most serious forebodings.

The storm continued until Friday afternoon the 13th, when it abated somewhat, though the sea continued very rough. During all this time the vessel was rolling with great violence and drifting away from the usual track of ships, so that we had little hope of soon falling in with any craft should we be so fortunate as to keep aloof. Happily we knew we were so far from land that we only had the present danger of foundering at sea before us. Our only chance of escape was in falling in with something that could take us off, or in rigging a rudder that should give us control of the motion of the ship; and neither of these chances seemed encouraging. For, as to the first, except in a smooth sea it would be impossible to transfer our passengers from our immense craft to another vessel, and as to the last, there seemed to be nobody on board of sufficient genius and capacity to rig a rudder—and thus we drifted, dejected and forlorn, until 8 o'clock P. M. of Saturday the 14th, when a small brig hove in sight, and answered our signals of distress by coming along side within speaking distance.

In answer to our request she promised to lay by us during the night, and render, if need be, such assistance as might be in her power. This promise she faithfully fulfilled as to lying by us, all honor and praise to her kind-hearted master, and fortunately there was nothing more she could do for us. Yet it was cheering to our sad hearts to have this little craft, not large enough to hold more than the half of us, and which really would have been able to do little more than pick up some of our drowned and dead on our vessel going to pieces, in sight, though conscious that she could do little for us. It was the first sail we had seen during our troubles, as it was the only one we did see until we met the Persia, hereinafter mentioned. Many a man in our vessel would have given his all to have been put safely on board that little, uncomfortable, billow tossed bark that night. She had a rudder; and she played around us so beautifully, contrasted with our own heavy, rolling, powerless, helpless condition, as to give hope that she was safe for those whose high fortune it might be to tread her little deck. But our captain would not listen to a suggestion for the attempted transfer of a person.

On Sunday, the 15th, the weather and sea being more favorable, an attempt was made to rig a rudder—the brig still standing by us. At about 5 o'clock P. M., the rudder was shipped and the experiment made to get steering upon the vessel. This attempt, fortunately, was so far successful as to give control of the general direction of the ship at once, and the screw being put in motion we parted from the brig and made for the coast of Ireland, ascertained to be distant about three hundred miles. The night was a most uncomfortable one. The steering apparatus, extemporized and called a rudder, was not sure to be a success, and while it worked imperfectly the rolling motion of the vessel also continued as disagreeable as ever. Still passenger and crew all felt more hopeful, and Monday morning, the 16th, broke upon us surprisingly beautiful, with a more quiet but still heavy sea. Defects in our steering apparatus had been somewhat remedied, and now all seemed to have gathered hopeful assurance that we should safely make Queenstown harbor, whither the vessel had been headed. At 10 o'clock A. M., the steamship Persia, from Liverpool to New York, hove in sight. She had left Queenstown at five o'clock the evening before, and we were rejoiced to get into this near communication with the shore for which we had such longings. In addition to this it gave us great relief to know that she would take to America intelligence of our safety that would quiet alarm likely to exist there by reason of our failure to reach New York at the time we were due. The Persia came near us and received intelligence of our disabled condition with assurance that we now felt confident of reaching port without assistance, and thereupon left us on her way to America, while we steamed slowly onward towards port. Our progress was necessarily slow, as we only had the aid of our screw, and even that could not be worked to its full power by reason of our imperfect steering upon the vessel. Still we now felt measurably safe under the prospect of continued good weather, and Monday afternoon and night we

spent comfortably on board our great wreck. On Tuesday the 17th, we succeeded in casting anchor outside Queenstown harbor at 7 o'clock in the evening. Thus terminates our week's adventure on board the Great Eastern.

It is due to the passengers to say that all have sustained themselves during the perilous incidents through which we have passed with great courage and firmness. The ladies particularly offered in their persons commendable examples of cool and courageous conduct. Only two accidents of a serious nature have occurred to any on board. One is the case of a cook who was badly scalded, and the other a deck hand who had several of his ribs broken in assisting to work the steering apparatus. The destruction of property on board the vessel is immense—as well that pertaining to the vessel itself as the property of passengers. Except the hull and machinery, which are uninjured, the vessel a complete wreck; while the most of the heavy baggage and personal effects of the passengers are lost—ground to fragments, and even all trace of identity lost in many cases. Several ladies with three to five thousand dollar wardrobes already appear as claimants for damages.

Of the ship itself it only need be said that experience has now clearly demonstrated that she is too immensely large for safety, as it had previously done that she was for profit. As a structure, a piece of mechanism, the good and bad are strangely blended and commingled. She has a hull of unequalled strength, as our safety through days of wild drifting, the sport of angry elements, shows. The great cause of complaint, however, at the recent disaster is found in the inefficient and improper preparations bestowed upon the vessel to fit her for the voyage. The storm we encountered was severe, yet it hardly deserves to be called a gale. We should have been prepared to encounter one of even greater severity. That we were not, is not so much due to the faulty construction of the vessel as to the criminal negligence and oversight of those having charge of the preparations of the vessel for the voyage. She had too little ballast as all agree—drawing full ten feet less water than she ought to have done. In addition to this, she was not officered and manned fortunately or ably. The officers and crew were not only strangers to each other—picked up for the present voyage and thrown together for the first time, but they were strangers to the ship, and when the storm came upon us no man seemed to know his plan or duty. But enough. Of details I have no purpose to speak. It will take long to fit up the ship and repair for another voyage, if this be ventured upon, which I much doubt. And when this is done, if done it is to be, a greater work will remain to be accomplished to do away with the impression that her recent disaster must create, that she is not the best choice among the ocean steamers of the day, and that her character for sea-worthiness remains yet to be established.

I write from on board the vessel at the first moment without knowing whether the company are to procure passage for us in another vessel, refund our money, and leave us to seek passage by other ships, or deny us all relief. Whatever they may conclude to do I hope to find passage by an early steamer.

In the meanwhile I remain, yours, &c.,  
H. S. CONGER.

GEN. LANE IN WESTERN MISSOURI.—The rumor is confirmed that Gen. Lane has dislodged the rebel force from Osceola, in St. Claire county, and burned the town to the ground. An immense supply train, intended as between two and three miles in length, contained all the supplies and equipage of Rains and Price and \$100,000 in money. This is the most important success gained for the Union cause in Missouri, and goes far to redeem our losses at Lexington.—Lane is now on his way back and is soon expected in Leavenworth, Kansas.

A strong effort is being made to induce the secretary of the treasury to put afloat \$100,000,000 in demand notes on the treasury of small denominations, and the effort, it is thought, may prove successful.

The traitor, Jas. H. Clay, has been let to bail by Judge Catron, at Louisville. What a farce such a proceeding is. Now, of course, Clay will be stimulated to still greater exertions to carry Kentucky out of the Union, because by so doing he saves his neck and his bail.

THE Daily Life says:—The war fund in the state treasury is nearly exhausted. On the 3d there was but \$15,400 on hand, and of this sum about one half was drawn on that day by Pay Master General Mills, leaving the balance for the payment of the monthly dues of volunteer's families and widows. Until Secretary Watson returns with money from the general government, or more bonds are sold, the fund must be regarded as dry. The secretary left for Washington last night.

IMPORTANT FROM WESTERN VIRGINIA.—On Thursday last there was a sharp fight near Cheat Mountain between 5000 federal troops under Gen. Reynolds and 15,000 rebels under Gen. Anderson. The federal loss was ten killed and eleven wounded; that of the rebels was several hundred. As it was simply a reconnaissance on our part the enemy's position was not stormed, not being considered of sufficient consequence.

PIRACY AND HIGH TREASON.—The Grand Jury of the United States District Court, yesterday found a true bill charging piracy and high treason against the crew, thirty-six in number, of the privateer Petrol, sunk at sea by the U. S. sloop Ste. Lawrence. They will be tried next week before the United States Circuit Court.—Philadelphia Enquirer October 1.

THE POTTER COMMITTEE.—Judge Potter has about closed his labors and investigations in the committee, which significantly bears his name, the duties of which have been arduous and onerous in the extreme.

A great work, however, has been accomplished, and the thanks of the country are due Judge Potter, and the gentlemanly clerk of the committee, Mr. Amos Reed, of Fond du Lac, for the services they have rendered the government.—Milwaukee Free Dem.

## BY TELEGRAPH.

REPORTED FOR THE DAILY GAZETTE.

BY WISCONSIN STATE TELEGRAPH LINE,  
Office in Union Passenger Depot.

## Last Night's Report.

St. Louis, Oct. 5.  
Gen. Fremont's charges and specifications against Col. Blair, including Colonel Blair's letter to the Postmaster-General Blair, were published in this morning's Democrat. Col. Blair was arrested the second time for writing a letter which he addressed to Adjutant General Thomas by Fremont, and because he declined his sword to take command of his regiment, then on the march to the battle field. The release of Col. Blair by Gen. Scott, is understood to be peremptory.

St. Louis, Oct. 6.  
Capt. McKee, assistant Adjutant General of this department, received a dispatch from General Fremont, saying that the charges and specification against Colonel Blair, published in the Democrat yesterday morning, received publicity without his knowledge or sanction; that he has telegraphed the President and Scott, that the act meets his unqualified disapproval, and requesting Capt. McKee to investigate the violation of his confidence and interference with his papers so that the perpetrators may be instantly proceeded against and punished.

## To-Day's Report.

(Reported Exclusively for the Daily Gazette.)

## MORNING DESPATCHES.

New York, Oct. 6.  
Turkish Island dates Sept. 21st, (our telegraphic state that there had been a great demand for salt this week, and most lots sold for cash. The quantity on hand is steadily diminishing, as the rains so far have prevented any quantity from being gathered. The present prices, export duty 12c.

Baltimore, Oct. 6.  
Old Point boat brought up a number of refugees from Norfolk, including some released crews from prize vessels. Col. DeVilliers, the instructor of Col. Ellsworth, who was taken prisoner by ex-Gov. Wise in Western Virginia, came up in the boat, having escaped from prison and made his way along the James river to Newport News. He escaped along with two or three others, who were arrested and taken back. He alone escaped, disguising himself and affecting lameness, succeeded in escaping. He describes the suffering of the prisoners as great, and their treatment as barbarous; some of them having been shot from the street by women. He has gone to Washington with much important information, gleaned on his journey.

WASHINGTON, Oct. 6.  
Statement of the master of the steamer Fanny:

HATTERAS, Oct. 1.  
I left in the steamer Fanny for Loggerhead Inlet, arriving there at 1 P. M. We anchored and waited there two hours and a half before we got communication from the shore. When about two thirds of the way from the shore, we saw a steamer to the westward, about 4 P. M., which proved to be one of the enemy. She was standing to cut off our retreat, and in a short time two more appeared steering directly for us.—The first one then steamed and commenced firing upon us, and as soon as the other two came up, they did the same. We returned to the fire with five shots, striking one of their boats in the bow. Then Capt. Hart of the 20th Indiana regiment suggested to surrender, saying, no use fighting against such odds, and requested us to hoist the white flag. The mate of the boat and the few soldiers then turned to and threw some thirty cases of ammunition, when Capt. Hart forbid them throwing any more over board. Capt. Hart then suggested that the chain be slipped and the boat run ashore. The white flag was then hoisted and the crew left in their boats. We endeavored to get boats to carry the soldiers off the Fanny, but could not do so. The best of my opinion is, that they had plenty of time from our arrival to that of the enemy, to have got everything ashore from the Fanny, if sufficient boats had been employed in the transportation of the stores, so that we could have destroyed the vessel.

WASHINGTON, Oct. 6.  
Tribune's Special.—President has decided that hereafter all contracts and appointments for the western department shall be made in Washington in the regular way, and through the ordinary channels.

Brig. Gen. W. K. Strong will also be authorized to make such change in Missouri as chief of the staff, as he shall deem best. Nothing but the imperative demand of public interest will induce the government to supersede Fremont.

The attorney general is unreserved in his expression of opinion concerning [Gen. Fremont and his] refusal to pronounce his retention a public crime.

A full consultation on the whole subject will be held to-morrow in a cabinet meeting.

The publicity given to the Savannah blockade by the British steamer Bermuda is said to have proceeded from Lord Lyons's chamber table. Information from the village of Thompson, Conn., gives me reason to believe that a part of the freight of this vessel was 70 tons of gun powder, 7000 Enfield rifles, 10 rifled cannon, 605 pair shoes and a large quantity of blankets, clothing and an extraordinary amount of Quinine and morphine. Remonstrances against her sailing and completing her cargo were made by Charles Francis Adams in London but the foreign office did not feel at liberty or would not see its obligation to arrest the unlawful voyage.

Col. John DeCoursey, distinguished in the Crimean war, has been commissioned by Gov. Dennison, colonel of the 68th Ohio regiment, and will leave to-morrow to take command.

Capt. John Mason and Crook of the regular army are also to have Ohio colonelcies. A. M. Morehead, of Indiana, was yesterday appointed consul to Leipzig.

Times' despatch.—Highly important advice have been received from Cuba by steamer Karnak. The Spanish war steamer Dona was waiting at Cadiz for the result of the cabinet conference relative to the European coalition against Mexico, that advice of the ultimatum of Spain might be immediately despatched to the government of Cuba. In the meantime an expedition is being fitted out at Havana for Mexico, under pretext of going to San Domingo. The expedition consists of six batteries of howitzers and 10,000 men, and will be ready to start by the latter part of next month. It is given out that Spain is taking these steps against Mexico, on her own responsibility, but the officials which I have access to, state definitely that the English and French are to send their quotas of men as well as co-operate with their fleets in the gulf. The whole country will be startled by the extent of this movement and the end in view, the regulation of Mexico as its least important object. It looks higher north.

Times' despatch.—Gov. Sprague, of Rhode Island, will, it is understood, be promoted to a major generalship.  
Gen. Stone, the chief of cavalry in McClellan's staff, will to-morrow order all colonies of cavalry to report to the examining board for examination as to their qualifications. This excellent movement will

followed by similar orders to the lieutenant colonels, majors and company officers, successively.

There will be to-morrow the grandest artillery and cavalry review ever witnessed on this continent. It will include six regiments of cavalry and twenty complete batteries of artillery.

## AFTERNOON DESPATCHES.

DARKESTOWN, Md., Oct. 4.  
This morning guns were heard in the direction of Conter's Ferry. This p. m. Gen. Banks rode thither and has not yet returned. It is surmised the firing was from our guns to protect the preparations made to be progressing there for crossing the river.

The 1st brigade commanded by Gen. Abner C. Brown is now resting near Dawsonville.

WASHINGTON, Oct. 7.  
The recently concluded treaty between the Delaware Indians and the United States is officially proclaimed. It provides for conditional purchase of surplus lands by the Leavenworth, Pawnee and Western K. K. company of Kansas in aid of the construction of a rail road through the home reserve. The number of acres is nearly 224,000 at an aggregate valuation of \$287,000.

FORTRESS MONROE, Oct. 6.  
The Spaulding sailed for Hatteras Inlet with five hundred troops.  
Gen. Wool returned to Old Point this morning, and will doubtless remain. Gen. Mansfield goes to Hatteras Inlet to assume chief command.

Commissary John Clark, late editor of the Boston Courier, was on the propeller Fanny, but left with the first boat load of stores, and thus escaped being made a prisoner. The captain of the Fanny is severely censured, as it appears the rebel vessels were not seen until within four miles of the propeller.

On Saturday two tug boats having the Susquehanna launched in tow, and laden with the remaining stores for the 20th Indiana regiment, left Hatteras Inlet for the encampment of the regiment; but it was rumored before the sailing of the Pawnee that had abandoned their position and were on their way to Hatteras Inlet.

NEW YORK, Oct. 7.  
A serious riot occurred in Hudson City, Saturday night, between members of the Barney Rifles quartered in the U. S. arsenal and some 300 citizens, which it is feared may yet lead to very serious results. A number of persons were injured, including the mayor of the city, while trying to quell the disturbance, was stabbed five or six times about the head and body, and is very seriously if not fatally injured. There are serious apprehensions of a riot to-morrow, and the military were ordered to hold themselves in readiness.

JACKSONVILLE, Oct. 6.  
Special to St. Louis Democrat.—Little doubt is entertained here that Price is on his way south with the main body of his army. Price is reported to be making demonstrations near Georgetown and Sedalia, being merely a deception for the purpose of keeping our advance engaged.—When last heard from Price's advance guard was at Clinton, in Henry county. It is supposed Price will push on to the Arkansas line. Gen. Fremont will follow him closely and give him battle wherever he can find him. A force of between 3,000 and 4,000 rebel cavalry were seen near Tipton to-day, whose object is presumed to be to get between our advance and this place, and fall upon some stray regiment or transportation train going out.

Col. Coffee, of Booneville, passed through here the other day for St. Louis, but it has been since ascertained that he is on his way south with important documents containing the official record of the proceedings of the Missouri legislature, held at Lexington.  
A scout from Lynn Creek, reports the probable death of the notorious rebel leader Rev. M. Johnson, who, while moving some of Forbush & Co.'s powder, Friday night, was dangerously wounded by the explosion of one of the kegs.  
General Fremont and staff will probably leave for Sedalia to-morrow.  
Special to the St. Louis Republican.—It seems to be the belief of military circles that Price will avoid a battle with Fremont if possible; but others entertain the opinion that he intends a surprise upon some point the least protected, and that we shall have a fight in a few days. Fremont designs to follow the rebel army into Arkansas, and force them to fight whenever he can encounter them.

The paymasters who brought one million two hundred thousand dollars to pay off the troops to the 31st of August, have discharged their duties and returned to St. Louis.

Clats, Jackson is reported to be en route for Texas.

The farmers of Pettis county recently offered to furnish Gen. Fremont gratis two hundred and fifty thousand dollars worth of grain for his army.  
Capt. Champion, the rebel who was here last week, has been arrested as a spy in Georgetown, and is now a prisoner.

THE MARKETS.  
New York, Oct. 7.  
Flour market quite firm with fair export demand. Sales 5,355,50 super state, 5,65 5,70 extra state and super western, 5,60 5,75 common to medium extra western, 5,65 5,90 shipping brands extra R. H. O. Canada flour firm. Receipts of wheat 231,685 bu. Market dull and about lower. Sales 80,000 bu., 1,21 choice spring, 1,21 1/2, 25 Mil. club, 1,34 winter red western, 1,38 white western.

MARRIED.  
By the Rev. E. J. Goodspeed, October 6th, CHARLES A. BROWN, Engineer of C. and N. W. railroad, and ANNETTE L. GOUCH, both of Janesville.

## NEW ADVERTISEMENTS.

CINCINNATI-COOK COUNTY.  
The Farmers Loan and Trust Company agents, John V. Hunt, Lucius G. Fisher, William T. Goodhue, William H. Lathrop Receiver of the Raritan & Mississippi Rail Road Company, Charles W. Hubbard, Jackson T. Hubbard, Wm. T. Sylvester, Talbot, Henry W. Talbot, William Talbot, Thomas B. Talbot and Lucius G. Fisher, Sylvester, Talbot, Wm. Talbot, Henry Talbot, William Talbot, Thomas B. Talbot and John Clover, surviving partners of the firm of Fisher, Kemp, Talbot & Co.

Notice of Wisconsin, to the above named defendants and each and every of you:  
YOU are hereby summoned and required to answer the complaint in this action, which has been filed in the circuit court of the clerk of the circuit court for Rock county, at the city of Janesville, in said county, and to serve a copy of your answer to said complaint on the undersigned, at the office of said clerk of the circuit court, before the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint, within the time aforesaid, the plaintiff in this action will apply to the court for the relief demanded in the complaint.

Witness my hand and the seal of said court, at Janesville, this 11th day of September, A. D. 1861.  
LAW ALLEN, Clerk.  
J. A. BLECKER, Plaintiff's Atty., Janesville, Wis.

## 1861 - - - 1861

## MERCHANTS' DESPATCH

## FAST FREIGHT LINE

American Express Co. - Proprietors.

FROM NEW YORK AND BOSTON

TO THE WEST AND SOUTH-WEST.

FORWARDING cargo at a more expeditious rate than any line running west except the regular Express Co. and the Great Northern, covering the entire route from New York and Boston, will be given.

Through receipts will be given at 1 1/2 Murray's, New York, and 20 Washington street, Boston.  
Mark all packages

"MERCHANTS' DESPATCH"  
and deliver at depot, corner of Hudson and Thomas streets, New York and Western R. R. Depot at Meriden, Conn. or at Old Freight Depot of Lake Shore R. R., Buffalo.

J. W. NICHOLS, Agent. P. S. MARSH, Sup't.  
At the office of the Am. R. Co., Janesville, Wis. apr26dms

A SUPERIOR article of Lamp Oil, which was longer than any other kind and will not burn as cheap as for sale at TAILOR & COLLIER, Janesville.

## NO COMPROMISE!

Every Avenue Completely Blocked.

## The Old Credit System Shut In.

## CASH VICTORIOUS!

## Immense Arrivals

## FALL & WINTER MERCHANDISE

## New York Cash Store!

## SMITH & BOSTWICK,

## PROPRIETORS.

THIS is the best stock received in the last two weeks ever before received by us at any one purchase. We have now on hand, in our two stores connected, the most magnificent

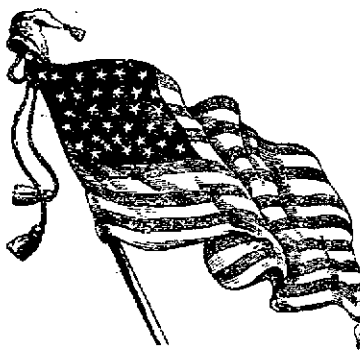


The Daily Gazette.

City of Janesville.

Monday Evening, Oct. 7, 1861.

Official Paper of the City.



Forever float that standard sheet!  
Where breathes the foe but falls before us?  
With Freedom's banner streaming o'er us!

Republican Nominations.

FOR GOVERNOR,  
**L. P. HARVEY,**  
OF ROCK.  
FOR LIEUT. GOVERNOR,  
**EDWARD SALOMON,**  
OF MILWAUKEE.  
FOR SECRETARY OF STATE,  
**JAMES T. LEWIS,**  
OF COLUMBIA.  
FOR STATE TREASURER,  
**SAMUEL D. HASTINGS,**  
OF TROMPELON.  
FOR ATTORNEY GENERAL,  
**JAMES H. HOWE,**  
OF BROWN.  
FOR BANK COMPTROLLER,  
**W. M. RAMSAY,**  
OF OGDON.  
FOR SUPERINTENDENT OF PUBLIC INSTRUCTION,  
**JOSIAH L. PICKARD,**  
FOR PRISON COMMISSIONER,  
**HANS C. HEG.**

Editorial Correspondence.

WASHINGTON, Oct. 24, 1861.

To-day closes up my visit here, and to-morrow I turn my pace homeward heartily pleased with the prospect of the quiet a return to Janesville will afford. If the eye is never tired with seeing, certainly the feet get tired and sore with the effort necessary to see new sights, economically, or the pocket becomes lightened by the expenses of omnibus or carriage line.

After my failure to get "a pass" over the river to which I referred in my last letter, I accidentally fell in with our friend Graham of Janesville, who had succeeded in obtaining one through Secretary Seward for himself and his son William, and a letter from him to the Secretary resulted in attaching my name to the potent instrument. Thus armed we left for the Chain Bridge Monday forenoon, with the intention of coming back via Alexandria. Though the fall trip was not accomplished, from want of time, we had a memorable day. First calling upon Gen. King, who then had only the 6th Wisconsin with him, visiting Montgomery Hall, one of Washington's headquarters, and greeting Dr. Chapman, Major Bragg, Lt. Col. Sweet and other acquaintances, we crossed on the Virginia side of the river. I shall make no attempt to describe the scenes we witnessed, as I am utterly unable to successfully accomplish it. While we were present, several regiments, with their long trains of army wagons, were marched out across the river for advanced positions, and all were in readiness for marching orders. We found the 2d and 5th Wisconsin encamped nearly together, and of course, visited each. Such a cordial greeting as we received from the Janesville boys never before fell to my lot. The first to recognize us were Lieut. McLean and Sergeant Saunders. They were engaged in a friendly attack on an apple wagon as we came up, and as soon as we could make our way to the tents there was a general "turning out" for hearty handshakes and hurried inquiries about friends at home. We saw less of Capt. Wheeler's company than of Capt. Ely's, as Wheeler and Clum were absent, with 41 men, on an advanced picket duty, and several whom we met in camp had just returned from a 50-hour absence on the same duty. Col. Cobb was sick in the hospital, and we consequently failed to see him. Generally, officers and men looked rugged and hearty, though they bore the appearance of camp life and hard duty. Many messages were sent to "loved ones at home," and if I fulfil all my promises I am afraid there will be a woman in Jackson street asking when I shall finish visiting those soldiers' wives. It was hard to leave such friends, but an urgent invitation to stay two days, backed with a promise to see a fight, could not detain us. What Bro. Graham thought I cannot say, but for myself I remembered the fate of Congressman Ely and the exploits of Samarian Benedict of Madison.

A dinner with the boys closed our visit, and we sped our way down the road on the banks of the river, passing camp after camp, fortification after fortification from which those suggestive 30 pounders were peering their open mouths, delayed by passing wagons, and receiving salutes from officers who, probably from the fact that our carriage was the only one among them that day, supposed we were some Prince Slam Slam or Duke Hardcastle. At Arlington Heights we spread ourselves in front of the famous Arlington House, and profaned with our vulgar feet the former home of the chivalrous rebel, Gen. Lee. At four o'clock we crossed the Long Bridge, and completed what is a gentleman's days work in Washington; our driver concluded that his contract for a day's use of his carriage was fulfilled, and cut off the trip to Alexandria. But shortened as the trip was, the day has left recollections that death only can efface. Nothing but unusual good fortune and the aid of Mr. Graham procured me the pass to which I am indebted for a sight that hundreds about Washington have vainly sought to witness.

While the train was stopping at the Relay House on my way here, a portion of the Wisconsin 4th was passing with music and

mounted officers; the balance of the regiment is scattered at various places along the line of the railroad. The 3d is stationed at Frederick, and did good service in arresting the secession members of the Maryland legislature. I have met here several officers from both regiments who were in on business or a short furlough.

Wisconsin, however, is not represented alone by her military. I scarcely go into the street without seeing some "civilian" with whom I am acquainted. A. G. Alden, A. T. Gray, E. D. Tallman and R. C. Joseph, all from Janesville, are scattered through the governmental "departments." Frank Parker is astonishing the hotel-congregating people with his billiard playing. Last night I saw him make a run of 91 points, and then stopped because "game" was called. Frank says he can now beat Royal Wood and double-discount him, and I guess he can, for he occasionally runs out a full game without allowing his opponent to make a play. My pilot through the capitol and Smithsonian Institute was J. R. Briggs, former editor of the Beloit Journal, who has a comfortable clerkship under Mr. Ettridge, clerk of the house of representatives. I have several contributions for my secession and patriotic gallery, obtained at the navy yard here, and Ward's cannon works in New York.

I am getting my letter too long, or I would give you some illustration of the character of the rumors with which Washington is filled. A sample must suffice.—Going up the avenue this morning with Mr. Alden, a stranger accosted us with the remark—"There is great news at the war department this morning. McClellan is within a mile of Manassas Junction." This story was detailed with great earnestness, and enforced by the narrator declaring that he left Ball Cross roads last night at 12 o'clock and was a messenger to Gen. Scott, who had not slept a wink all last night and before whom he was summoned at 10 o'clock this forenoon. Though entire strangers he entrusted us with the gratifying news confidentially, as the department did not wish to have it generally known. Last night, a report was current that Gen. Wool had taken Norfolk with a great loss of life. And so the stories go. You bear enough, in all conscience, by telegraph, but the rumors sent off are a small portion of those in circulation.

Good bye and all hands keep in good temper until I get home. C. II.

Letter From on Board the Great Eastern.

The following letter written by one of our well known citizens, who has been abroad in Europe for the past three months, to his partner in this city, though not intended for publication, has sufficient interest in this locality, where the writer and Mr. Whiton are so well known, to justify its publication, for the gratification of their numerous friends who will be rejoiced to hear of their safety:

ON BOARD THE GREAT EASTERN,  
QUEENSWOOD, IRELAND, Sept. 18th, 1861.  
MY DEAR HAWES:—As I had previously informed you was my intention, myself and Mr. Whiton took passage on the Great Eastern, bound from Liverpool to New York, and sailed from the former port on Tuesday the 10th inst.—leaving the offing at about 5 o'clock P. M.

We had about 400 passengers, of all classes, and these with the ship's crew of 360 men made altogether 760 souls on board. The ship had little freight and little ballast; and as a consequence she stood high, and towering out of water as if to invite the perils we were unhappily destined to encounter in her. We had, however, fine weather, a smooth sea and a pleasant run until Thursday the 12th inst., at about 4 o'clock P. M., when, being well off the Irish coast on our way, a storm—not of great violence at first—broke upon us. No apprehensions were immediately felt for the safety of the vessel, but as the storm increased in severity and her huge proportions began to yield to the shock and gather motion, confidence in the boasted security of the vessel against the discomfort of sea-sickness and cognate evils speedily gave way to convictions too nauseating to need other demonstration that there was to be at least no exemption from the ordinary annoyances of a sea voyage. Not only so, but, the storm increasing, the work of destruction within and without soon became so frightful as to justify the most serious apprehensions for the safety of the vessel itself. By 5 o'clock P. M. the storm had increased greatly while the motion of the vessel had become so violent as to defeat all attempt at order within, but still, what was more important, some sort of order was yet preserved on deck. Soon afterwards, however, it was discovered that the vessel was not under command. On attempting to bring her out of the trough of the sea, in which she was in great danger of foundering, she did not obey her helm. This at the time was supposed to be all attributable to the extreme violence of the storm and her immense size; but speedily the alarming discovery was made that the rudder was gone, and that the vessel was drifting at the mercy of the elements! The rudder post, of wrought iron, ten inches in diameter, had broken below the arms by which its action was controlled. Up to this time the vessel had been working her paddles and also her screw; but now the waves had not only taken away the rudder, but the side wheels as well—leaving not even the remnant of a wheel upon one side, and tearing up and destroying the heavy iron guards around both in the most frightful manner. This, of course, left us only the screw upon which to depend for motion, aside from the vessel's sails, with no power whatever left to govern or control that motion. All that could be done for the time was to allow the vessel to drift, remaining passive as we might be able as to consequences I. It was a serious and trying time, that dark and gloomy Thursday night. Wildly drifting upon the ocean, helpless, almost hopeless, our immense vessel—the upper deck of which stood forty feet above her water line—was constantly rolling from one side to the other with a violence that put both life and limb in peril, each surge bringing the vessel upon its side with a crash

that threatened to crush it to atoms, and its only safety for the time depending upon the contingency as to whether the water should come in upon her quarter. Fortunately the water did not come in, and though the vessel rolled so low and fearfully, she righted beautifully from each recurring shock.—While destruction on deck seemed complete as to everything except that the hull of the vessel remained staunch and uninjured, ruin below was far more frightful to the view though really less appalling as to the reality. The violence of the motion of the vessel had torn the furniture, fixtures and ornamental work in the grand saloon, dining saloons, pantries, store-rooms, and indeed in every part of the vessel, from their places, and left everything free to move whithersoever it might be carried. Imagination would fail to picture the terrific scene everywhere exhibited below deck. Crockery, glass-ware, silver-ware, chandeliers, lamps, sofas, tables, chairs—indeed the entire contents of the grand saloon, the two great dining saloons and their pantries, with their fixtures, were mingled in indiscriminate confusion and were running and sliding from one side of the immense saloons to the other, pouring down the gang-ways through to the state rooms below, carrying away railings, doors, and every other obstacle in their progress, with a force that soon made fragments of everything, and put everybody in peril who were not fortunate enough to barricade a corner in which to lash themselves fast. The crash and din of this general destruction, together with the constant breaking of windows and skylights and the falling of glass, added to the incessant plunging, rolling and crushing of the baggage and freight below, made the scene one of such awful terror that there was not needed a knowledge of the really greater dangers without to impress the mind with the most serious forebodings.

The storm continued until Friday afternoon the 13th, when it abated somewhat, though the sea continued very rough. During all this time the vessel was rolling with great violence and drifting away from the usual track of ships, so that we had little hope of soon falling in with any craft should we be so fortunate as to keep aloof. Happily we knew we were so far from land that we only had the present danger of foundering at sea before us. Our only chance of escape was in falling in with something that could take us off, or in rigging a rudder that should give us control of the motion of the ship; and neither of these chances seemed encouraging. For, as to the first, except in a smooth sea it would be impossible to transfer our passengers from our immense craft to another vessel, and as to the last, there seemed to be nobody on board of sufficient genius and capacity to rig a rudder—and thus we drifted, dejected and forlorn, until 8 o'clock P. M. of Saturday the 14th, when a small brig hove in sight, and answered our signals of distress by coming along side within speaking distance.

In answer to our request she promised to lay by us during the night, and render, if need be, such assistance as might be in her power. This promise she faithfully fulfilled as to lying by us, all honor and praise to her kind-hearted master, and fortunately there was nothing more she could do for us. Yet it was cheering to our sad hearts to have this little craft, not large enough to hold more than the half of us, and which really would have been able to do little more than pick up some of our drowned and dead on our vessel going to pieces, in sight, though conscious that she could do little for us. It was the first sail we had seen during our troubles, as it was the only one we did see until we met the Persia, hereinafter mentioned. Many a man in our vessel would have given his all to have been put safely on board that little, uncomfortable, billy tossed bark that night. She had a rudder; and she played around us so beautifully, contrasted with our own heavy, rolling, powerless, helpless condition, as to give hope that she was safe for those whose high fortune it might be to reach her little deck. But our captain would not listen to a suggestion for the attempted transfer of a person.

On Sunday, the 15th, the weather and sea being more favorable, an attempt was made to rig a rudder—the big still standing by us. At about 5 o'clock P. M., the rudder was shipped and the experiment made to get steered upon the vessel. This attempt, fortunately, was so far successful as to give control of the general direction of the ship at once, and the screw being put in motion we parted from the brig and made for the coast of Ireland, ascertained to be distant about three hundred miles. The night was a most uncomfortable one. The steering apparatus, extemporized and called a rudder, was not sure to be a success, and while it worked imperfectly the rolling motion of the vessel also continued as disagreeable as ever. Still passenger and crew all felt more hopeful, and Monday morning, the 16th, broke upon us surprisingly beautiful, with a more quiet but still heavy sea. Defects in our steering apparatus had been somewhat remedied, and now all seemed to have gathered hopeful assurance that we should safely make Queenstown harbor, whither the vessel had been headed. At 10 o'clock A. M., the steamship Persia, from Liverpool to New York, hove in sight. She had left Queenstown at five o'clock the evening before, and we were rejoiced to get into this near communication with the shore for which we had such longings. In addition to this it gave us great relief to know that she would take to America intelligence of our safety that would quiet alarm likely to exist there by reason of our failure to reach New York at the time we were due. The Persia came near us and received intelligence of our disabled condition with assurance that we now felt confident of reaching port without assistance, and there upon left us on her way to America, while we steamed slowly onward towards port. Our progress was necessarily slow, as we only had the aid of our screw, and even that could not be worked to its full power by reason of our imperfect steering upon the vessel. Still we now felt measurably safe under the prospect of continued good weather, and Monday afternoon and night we

spent comfortably on board our great wreck. On Tuesday the 17th, we succeeded in casting anchor outside Queenstown harbor at 7 o'clock in the evening. Thus terminates our week's adventure on board the Great Eastern.

It is due to the passengers to say that all have sustained themselves during the perilous incidents through which we have passed with great courage and firmness. The ladies particularly offered in their persons commendable examples of cool and courageous conduct. Only two accidents of a serious nature have occurred to any on board. One is the case of a cook who was badly scalded, and the other a deck hand who had several of his ribs broken in assisting to work the steering apparatus. The destruction of property on board the vessel is immense—as well that pertaining to the vessel itself as the property of passengers. Except the hull and machinery, which are unimpaired, the vessel is a complete wreck; while the most of the heavy baggage and personal effects of the passengers are lost—ground to fragments, and even all trace of identity lost in many cases. Several ladies with three to five thousand dollar wardrobes already appear as claimants for damages.

Of the ship itself it only need be said that experience has now clearly demonstrated that she is too immensely large for safety, as it had previously done that she was for profit. As a structure, a piece of mechanism, the good and bad are strangely blended and commingled. She has a hull of unequalled strength, as our safety through days of wild drifting, the sport of angry elements, shows. The great cause of complaint, however, at the recent disaster is found in the insufficient and improper preparations bestowed upon the vessel to fit her for the voyage. The storm we encountered was severe, yet it hardly deserves to be called a gale. We should have been prepared to encounter one of even greater severity. That we were not, is not so much due to the faulty construction of the vessel as to the criminal negligence and oversight of those having charge of the preparations of the vessel for the voyage. She had too little ballast as all agree—drawing full ten feet less water than she ought to have done. In addition to this, she was not officered and manned fortunately or ably. The officers and crew were not only strangers to each other—picked up for the present voyage and thrown together for the first time, but they were strangers to the ship, and when the storm came upon us no man seemed to know his plan or duty. But enough. Of details I had no purpose to speak. It will take long to fit up the ship and repair for another voyage, if this be ventured upon, which I much doubt. And when this is done, if done it is to be, a greater work will remain to be accomplished to do away with the impression that her recent disaster must create, that she is not the best choice among the ocean steamers of the day, and that her character for sea-worthiness remains yet to be established.

I write from on board the vessel at the first moment without knowing whether the company are to procure passage for us in another vessel, refund our money, and leave us to seek passage by other ships, or deny us all relief. Whatever they may conclude to do I hope to find passage by an early steamer.

In the meanwhile I remain, yours, &c.,  
H. S. CONGER.

GEN. LANE IN WESTERN MISSOURI.—The rumor is confirmed that Gen. Lane has dislodged the rebel force from Osceola, in St. Clair county, and burned the town to the ground. An immense supply train, intended for Price was captured. It is represented as between two and three miles in length, contained all the supplies and equipment of Bains and Price and \$100,000 in money. This is the most important success gained for the Union cause in Missouri, and goes far to redeem our losses at Lexington.—Lane is now on his way back and is soon expected in Leavenworth, Kansas.

A strong effort is being made to induce the secretary of the treasury to put about \$100,000,000 in demand notes on the treasury of small denominations, and the effort, it is thought, may prove successful.

The traitor, Jas. B. Clay, has been let to bail by Judge Catron, at Louisville. What a farce such a proceeding is. Now, of course, Clay will be stimulated to still greater exertions to carry Kentucky out of the Union, because by so doing he saves his neck and his bail.

The Daily Life says:—The war fund in the state treasury is nearly exhausted. On the 3d there was but \$15,400 on hand, and of this sum about one half was drawn on that day by Pay Master General Mills, leaving the balance for the payment of the monthly dues of volunteer's families and widows. Until Secretary Watson returns with money from the general government, or more bonds are sold, the fund must be regarded as dry. The secretary left for Washington last night.

IMPORTANT FROM WESTERN VIRGINIA.—On Thursday last there was a sharp fight near Cheat Mountain between 5000 federal troops under Gen. Reynolds and 15,000 rebels under Gen. Anderson. The federal loss was ten killed and eleven wounded; that of the rebels was several hundred. As it was simply a reconnaissance on our part the enemy's position was not stormed, not being considered of sufficient consequence.

PIRACY AND HIGH TREASON.—The Grand Jury of the United States District Court, yesterday found a true bill charging piracy and high treason against the crew, thirty-six in number, of the privateer Petral, sunk at sea by the U. S. frigate St. Lawrence. They will be tried next week before the United States Circuit Court.—Philadelphia Enquirer October 1.

THE POTTER COMMITTEE.—Judge Potter has about closed his labors and investigations in the committee, which significantly bears the name, the duties of which have been arduous and onerous in the extreme. A great work, however, has been accomplished, and the thanks of the country are due Judge Potter, and the gentlemanly clerk of the committee, Mr. Amos Reed, of Fond du Lac, for the services they have rendered the government.—Milwaukee Free Press.

BY TELEGRAPH.

REPORTED FOR THE DAILY GAZETTE.  
BY WISCONSIN STATE TELEGRAPH LINE,  
Office in Union Passenger Depot.

Last Night's Report.

St. Louis, Oct. 6.  
Gen. Fremont's charges and specifications against Col. Blair, including Colonel Blair's letter to the Postmaster-General Blair, were published in this morning's Democrat. Col. Blair was arrested the second time for writing a letter which he addressed to Adjutant General Thomas by Fremont, and because he declined his sword to take command of his regiment, then on the march to the battle field. The release of Col. Blair by Gen. Scott, is understood to be peremptory.

St. Louis, Oct. 6.  
Capt. McKeever, assistant Adjutant General of this department, received a dispatch from General Fremont, saying that the charges and specifications against Colonel Blair, published in the Democrat yesterday morning, received publicity without his knowledge or sanction; that he has telegraphed the President and Scott, and that he meets his unqualified disapproval, and requesting Capt. McKeever to investigate the violation of his confidence and interference with his papers so that the perpetrators may be instantly proceeded against and punished.

To-Day's Report.

[Reported Exclusively for the Daily Gazette.]  
MORNING DESPATCHES.

New York, Oct. 6.  
Turk Island dates, Sept. 21st, (not telegraphic) state that there had been a great demand for salt this week, and most lots sold for cash. The quantity on hand is steadily diminishing, as the rains so far have prevented any quantity from being gathered. These are present prices, export duty 15c.

Baltimore, Oct. 6.  
Old Point boat brought up a number of refugees from Norfolk, including some released crews from prize vessels. Col. Devalliers, the instructor of Col. Ellsworth, who was taken prisoner by ex-Gov. Wise in Western Virginia, came up in the boat, having escaped from prison and made his way along the James river to Newport News. He escaped along with twenty-two others, who were rescued and taken back. He was rescued, disguised himself and affecting lameness, succeeded in escaping. He describes the suffering of the prisoners as great, and their treatment as barbarous; some of them having been shot from the street by women. He has gone to Washington with much important information, gleaned on his journey.

Washington, Oct. 6.  
Statement of the master of the steamer Fanny:

HATTERAS, Oct. 1.  
I left in the steamer Fanny for Loggerhead Inlet, arriving there at 1 P. M. We anchored and waited there two hours and a half before we got communication from the shore. When about two thirds of the way from the shore, we saw a steamer to the westward, about 4 P. M., which proved to be one of the enemy. She was standing to cut off our retreat, and in a short time two more appeared steering directly for us.—The first one then steamed and commenced firing upon us, and as soon as the other two came up, they did the same. We returned the fire with five shots, striking one of their boats in the bow. Then Capt. Hart of the 20th Indiana regiment suggested to surrender, saying, no use fighting against such odds, and requested us to hoist the white flag. The mate of the boat and the few soldiers then turned to and threw some thirty cases of ammunition, when Capt. Hart forbade them throwing any more over board. Capt. Hart then suggested that the chain be slipped and the boat run ashore. The white flag was then hoisted and the crew left in their boats. We endeavored to get boats to carry the soldiers off the Fanny, but could not do so. The best of my opinion is that they had plenty of time from our arrival to that of the enemy, to have got everything on shore from the Fanny, if sufficient boats had been employed in the transportation of the stores, so that we could have destroyed the vessel.

Washington, Oct. 6.  
Tribune's Special.—President has decided that hereafter all contracts and appointments for the western department shall be made in Washington in the regular way, and through the ordinary channels.

Brig. Gen. W. K. Strong will also be authorized to make such change in Missouri as chief of the staff, as he shall deem best. Nothing but the imperative demand of public interest will induce the government to supersede Fremont.

The attorney general is unreserved in his expression of opinion concerning Gen. Fremont and does not hesitate to pronounce his retention a public crime.

A full consultation on the whole subject will be held to-morrow in a cabinet meeting.

The publicity given to the Savannah blockade by the British steamer Bermuda is said to have proceeded from Lord Lyons's dinner table. Information from the village of Thompson, Conn., gives me reason to believe that a part of the freight of this vessel was 70 tons of gun powder, 7000 Enfield rifles, 10 rifled cannon, 600 pair shoes and a large quantity of blankets, clothing and other necessities.

Gen. Stone, the chief of cavalry in McClellan's staff, will to-morrow order all columns of cavalry to report to the examining board for examination as to their qualifications. This excellent movement will be

followed by similar orders to the lieutenant colonels, majors and company officers, successively.

There will be to-morrow the grandest artillery and cavalry review ever witnessed on this continent. It will include six regiments of cavalry and twenty complete batteries of artillery.

AFTERNOON DESPATCHES.  
DARKESTOWN, Md., Oct. 4.  
This morning gunners were here in the direction of Conifer's Ferry. This m. m. Gen. Banks rode thither and has not yet returned. It is surmised the firing was from our guns to protect the preparations said to be progressing there for crossing the river.

The 1st brigade commanded by Gen. Abnercomb is now resting near Dawsonville. WASHINGTON, Oct. 7.  
The recently concluded treaty between the Delaware Indians and the United States is officially proclaimed. It provides for conditional purchase of surplus lands by the Leavenworth, Pawnee and Western R. R. company of Kansas in aid of the construction of a rail road through the home reserve. The number of acres is nearly 224,000 at an aggregate valuation of \$237,000.

Fortress Monroe, Oct. 6.  
The Spaulding sailed for Hatteras Inlet with five hundred troops. Gen. Wool returned to Old Point this morning, and will doubtless remain. Gen. Mansfield goes to Hatteras Inlet to assume chief command.

Commissioner John Clark, late editor of the Boston Courier, was on the propeller Fanny, but left with the first boat load of stores, and thus escaped being made a prisoner. The captain of the Fanny is severely censured, as it appears the rebel vessels were not seen until within four miles of the propeller.

On Thursday two tug boats, having the Susquehanna launches in tow, and laden with the remaining stores for the 20th Indiana regiment, left Hatteras Inlet for the encampment of the regiment; but it was rumored before the sailing of the Pawnee that he had abandoned their position and were on their way to Hatteras Inlet.

New York, Oct. 7.  
A serious riot occurred in Hudson City, Saturday night, between members of the Barney Rifles quartered in the U. S. arsenal and some 300 citizens, which it is feared may yet lead to very serious results. A number of persons were injured, including the mayor of the city, while trying to quell the disturbance, was stabbed five or six times about the head and body, and is very seriously, if not fatally injured. There were several apprehensions of a riot yesterday, and the military were ordered to hold themselves in readiness.

JEFFERSON CITY, Oct. 6.  
Special to St. Louis Democrat.—Little doubt is entertained here that Price is on his way south with the main body of his army. Price is reported to be making demonstrations near Georgetown and Sedalia, being merely a deception for the purpose of keeping our advance engaged.—When last heard from Price's advance guard was at Clinton, in Henry county. It is supposed Price will push on to the Arkansas line. Gen. Fremont will follow him closely and give him battle wherever he can find him. A force of between 3,000 and 4,000 rebel cavalry were seen near Tipton to-day, whose object is presumed to be to get between our advance and this place, and fall upon some stray regiment or transportation train going out.

Gen. Fremont and staff will probably leave for Sedalia to-morrow. It seems to be the belief of military circles that Price will avoid a battle with Fremont if possible; but others entertain the opinion that he intends a surprise upon some point the least protected, and that we shall have a fight in a few days. Fremont designs to follow the rebel army into Arkansas, and force them to fight whenever he can encounter them.

The paymasters who brought one million two hundred thousand dollars to pay off the troops to the 31st of August, have discharged their duties and returned to St. Louis. Claib. Jackson is reported to be en route for Texas.

The farmers of Pettis county recently offered to furnish Gen. Fremont gratis two hundred and fifty thousand dollars worth of grain for his army.

Gen. Sherman, the rebel who was here last week, has been arrested as a spy in Georgetown, and is now a prisoner.

THE MARKETS.  
NEW YORK, Oct. 7.  
Flour market quite firm with fair export demand. Sales 5,365,50 super, state, 5,65 a5,70 extra state and super, western, 5,65 a5,75 common to medium extra western, 5,85 a5,90 shipping brand extra R. H. O. Canadian flour firm. Receipts of wheat 231,635 bu. Market dull and about lower. Sales 80,000 bu., 1,21 choice spring, 1,21 a1,25 Mid. club, 1,34 winter red western, 1,35 white western.

MARRIED.  
By the Rev. E. J. Goodspeed, October 5th, CHARLES A. BRIDGES, of New York, and Miss ANNETTE L. CHOUCE, both of Janesville.

NEW ADVERTISEMENTS.

CIRCUIT COURT—ROCK COUNTY.  
The Partners Loan and Trust Company, against John V. Barr, Lucius B. Fisher, William T. Goodwin, William H. Lathrop Receiver of the Circuit Court for Rock County, against Charles Washburn, Jackson T. Bushnell, Walter Talbot, Sylvester Talbot, Henry W. Talbot, William Talbot, Thomas B. Talbot, and Lucius Fisher, Sylvester Talbot, Walter Talbot, Henry W. Talbot, William Talbot, Thomas B. Talbot, and Lucius Fisher, surviving partners of the firm of Washburn, Keap, Talbot & Co.  
The State of Wisconsin, to the above named defendants and each and every of you:  
YOU are hereby summoned and required to answer the complaint in this action, which has been filed in the office of the clerk of the circuit court for Rock County, at the city of Janesville, in said county, and to serve a copy of your answer to said complaint on the undersigned at his office in said city within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer, the plaintiff in this action will apply to the court for the relief demanded in the complaint.

Given under my hand and seal of said court, this 11th day of September, A. D. 1861.  
L. J. ALLEN, Clerk.  
Plaintiff's Atty. J. A. BLAIR, Esq.  
J. A. BLAIR, Esq., Plaintiff's Atty. J. A. BLAIR, Esq.

1861. — 1861.  
MERCHANTS' DESPATCH  
FAST FREIGHT LINE.  
AMERICAN EXPRESS CO., Proprietors.  
FROM NEW YORK AND SEASOON  
TO THE WEST AND SOUTH-WEST.  
FOR any line running west except the regular Express Co. forwarding bills, covering the entire route from New York to San Francisco, will be given at 12 1/2 cents per lb. Through receipts will be given at 12 1/2 cents per lb. New York, and 60 cents per lb. Boston.

MERCHANTS' DESPATCH.  
and deliver at depot, corner of Hudson and Thorne streets, New York, at 10 o'clock, A. M., on Monday, Oct. 8th, 1861. General Office in Old Freight Depot of Lake Shore R. R., Buffalo, N. Y.  
At the office of the Am. Ex. Co., JANESVILLE, Wis., at 10 o'clock.

A SUPERIOR article of Lamp Oil, which we are prepared to deliver at any other place than Janesville, for sale at TAILORMAN & COLLIER'S, 2nd door west.

NO COMPROMISE!

Every Avenue Completely Blockaded.

The Old Credit System Shut In.

CASH VICTORIOUS!

Immense Arrivals

FALL & WINTER MERCHANDISE

AT THE

New York Cash Store!

SMITH & BOSTWICK,

PROPRIETORS.

THE largest stock received in the last two weeks ever before received by us at any one purchase, and now on hand, in our two stores connected, the most magnificent

STOCK OF MERCHANDISE

to be found in the state, all of which we shall sell for

CASH

at prices that will defy all competition in the state. Having bought all of our

DOMESTICS

In July and August, before the great rise in the eastern markets, with very few exceptions, we shall sell our entire stock of Domestic at old prices, which will be at least

THIRTY PER CENT CHEAPER

than they can be bought for at the present time of the manufacturers.

Good Brown Shootings at 9 cents.

Very Heavy " " at 10 " "

Spindlin Delanes, one shilling.

Best made " " 20 cents.

Our entire stock of fast colored print at 9 cents.

10 yards blue checked for \$1.00.

BLEACHED GOODS, STRIPES, CHECKS, TICKS, DENIMS, KANSAS JEANS, and all kinds of

DOMESTICS

at

Old Prices!

Having bought a very large stock of these goods before the rise in the eastern markets, we shall give our customers the benefit of

BETTER BARAINS

than can be found in this city. Also a very large stock of

SQUARE AND LONG WOOL AND BRUCHA

SHAWLS.

A very large stock of these goods, bought at 50 cents on the dollar from what they cost to manufacture, and will be sold for one half what they were ever before sold for in this place, also a very large assortment of

LADIES CLOTH CLOAKS,

Very Cheap.

We have now in store the Largest Stock of

DRESS GOODS

to be found in this city.

Black and Fancy Dress Silks.

We have now on sale, over 600 pieces of Dress Silks, among which are some splendid and desirable goods, and at

LOWER PRICES











## NEWSPAPERARCHIVE



INSURANCE. Sale of Forfeited State Lands.

Table with 3 columns: Description, Amount, and Remarks. Includes entries for Hartford Fire Insurance Company, Cash on hand, and various insurance policies.

Table with 3 columns: Description, Amount, and Remarks. Includes entries for Hartford Fire Insurance Company, Cash on hand, and various insurance policies.

Guard Against Fall and Winter Fires.

By choice insurance with the ETNA Insurance Company, Hartford, Conn. Incorporated 1819—Charter Perpetual. Cash Capital, \$1,000,000. Absolute and Unimpaired.

Met. Surplus of \$942,181 72, and the prestige of 40 years' successful experience. Upwards of \$12,000,000 of losses have been paid by the ETNA Insurance Company in the past forty years.

Losses paid by the ETNA Insurance Company during the past five years: In Ohio, \$181,020 81; Michigan, \$158,043 81; Wisconsin, \$106,655 07; Indiana, \$149,690 81; Kentucky, \$102,829 11; Illinois, \$148,821 21; Missouri, \$254,518 01; Tennessee, \$7,546 41; Iowa & Minn., \$102,599 48; Kansas & Neb., \$2,945 90; Penn. & Va., \$1,000 00; Mississippi and Alabama, \$2,412 18.

Fire and Inland Navigation. Rates accepted at terms consistent with solvency and fair profits. Special attention given to business for 1 to 5 years.

Dwellings and Contents. The best service long and successfully tried, and the many advantages the ETNA Insurance Company possesses in its line, should not be overlooked by ready and sure and understanding their best interests.

Fire, Life and Marine. Metropolitan Fire Insurance Company, New York City. CAPITAL AND SURPLUS, \$80,000.

Nagara Fire Insurance Company, New York City. CAPITAL AND SURPLUS, \$314,000.

Park Fire Insurance Company, New York City. CAPITAL AND SURPLUS, \$280,000.

Phenix Fire Insurance Company, Brooklyn, L. I. CAPITAL AND SURPLUS, \$299,487.

Montauk Fire Insurance Company, Brooklyn, L. I. CAPITAL AND SURPLUS, \$186,000.

Springfield Fire & Marine Ins. Co., Springfield, Mass. CAPITAL AND SURPLUS, \$460,000.

New York Life Insurance Company. Cash Capital over \$1,000,000. New York City. Office to Young America Street, New York.

100,000 lbs. Wool Wanted. AT THE JANEVILLE WOOLEN FACTORY. HAVING put their machinery in perfect order, and are now ready to manufacture wool into Casimere, Satinets, Tweeds, Flannels, STOCKING YARN, &c., on the most reasonable terms.

Cloth Dressing. We manufacture on shares, by the yard, or buy your wool at the highest rates and sell you cloth at reasonable prices, as you may prefer.

Wanted! In exchange for Cloth and Soap. Wool. (Use and sell the kinds of Grain, for which the highest prices will be allowed.)

Change of Proprietors. HAVE purchased from Mr. J. E. Eyler, his interest in the Milwaukee Woolen Factory, and will continue to operate the same.

The Meat Market. In the center of the Milwaukee street bridge, and will continue to operate the same.

Wanted! In exchange for Cloth and Soap. Wool. (Use and sell the kinds of Grain, for which the highest prices will be allowed.)

Change of Proprietors. HAVE purchased from Mr. J. E. Eyler, his interest in the Milwaukee Woolen Factory, and will continue to operate the same.

LEGAL. State of Wisconsin.

COUNTY COURT FOR ROCK COUNTY. State of Wisconsin, County of Rock, ss. I, the Clerk of the Court, do hereby certify that the following is a true and correct copy of the record of the proceedings in the above entitled case, as the same appears from the records of the Court.

THE 24th DAY OF MAY, 1881. At the hour of ten o'clock in the forenoon of that day, the circuit court for the county of Rock, Wisconsin, was called to order by the Honorable David Noyes, Judge of the Court, and the following named parties appeared before the Court, to wit: The Plaintiff, John A. Bailey, and the Defendant, John A. Bailey.

STATE OF WISCONSIN. CIRCUIT COURT FOR ROCK COUNTY. The State of Wisconsin, ss. I, the Clerk of the Court, do hereby certify that the following is a true and correct copy of the record of the proceedings in the above entitled case, as the same appears from the records of the Court.

THE 24th DAY OF SEPTEMBER, A. D. 1881. At the hour of ten o'clock in the forenoon of that day, the circuit court for the county of Rock, Wisconsin, was called to order by the Honorable David Noyes, Judge of the Court, and the following named parties appeared before the Court, to wit: The Plaintiff, John A. Bailey, and the Defendant, John A. Bailey.

STATE OF WISCONSIN. CIRCUIT COURT FOR ROCK COUNTY. The State of Wisconsin, ss. I, the Clerk of the Court, do hereby certify that the following is a true and correct copy of the record of the proceedings in the above entitled case, as the same appears from the records of the Court.

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LEGAL. State of Wisconsin.

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1881. Chicago and North-Western Railway.

Table with 3 columns: Train Name, Destination, and Time. Includes entries for Passenger Train, Freight Train, and Express Train.

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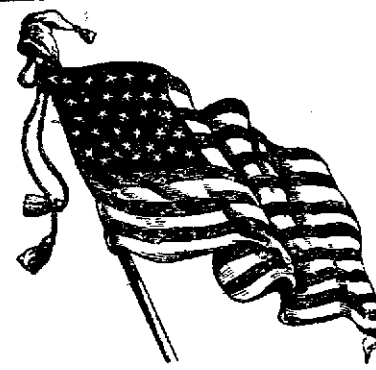


# The Daily Gazette.

City of Janesville.

Monday Evening, Oct. 7, 1861.

Official Paper of the City.



Forever float that standard sheet!  
Where breathes the foe but falls before us?  
With Freedom's soil beneath our feet,  
And Freedom's banner streaming o'er us!

## Republican Nominations.

FOR GOVERNOR.  
**L. P. HARVEY,**  
OF Rock.  
FOR LIEUT. GOVERNOR.  
**EDWARD SALOMON,**  
OF Milwaukee.  
FOR SECRETARY OF STATE.  
**JAMES T. LEWIS,**  
OF Columbia.  
FOR STATE TREASURER.  
**SAMUEL D. HASTINGS,**  
OF Trempealeau.  
FOR ATTORNEY GENERAL.  
**JAMES H. HOWE,**  
OF Brown.  
FOR BANK COMPTROLLER.  
**WM. H. RAMSAY,**  
OF Ozaukee.  
FOR SUPERINTENDENT OF PUBLIC INSTRUCTION.  
**JOSIAH L. WOODWARD,**  
FOR PRISON COMMISSIONER.  
**HANS C. HEG.**

## Editorial Correspondence.

WASHINGTON, Oct. 23, 1861.

To-day closes up my visit here, and to-morrow I turn my pace homeward heartily pleased with the prospect of the quiet a return to Janesville will afford. If the eye is never tired of seeing, certainly the feet get tired and sore with the effort necessary to see new sights, economically, or the pocket becomes lightened by the expenses of omnibus or carriage hire.

After my failure to get "a pass" over the river to which I referred in my last letter, I accidentally fell in with our friend Graham of Janesville, who had succeeded in obtaining one through Secretary Seward for himself and his son William, and a letter from him to the Secretary resulted in attaching my name to the potent instrument. This armed we left for the Chain Bridge Monday forenoon, with the intention of coming back via Alexandria. Though the fall trip was not accomplished, from want of time, we had a memorable day.

First calling upon Gen. King, who then had only the 6th Wisconsin with him, visiting Montgomery Hall, one of Washington's headquarters, and greeting Dr. Chapman, Major Bragg, Lt. Col. Sweet and other acquaintances, we crossed on the Virginia side of the river. I shall make no attempt to describe the scenes we witnessed, as I am utterly unable to successfully accomplish it. While we were present, several regiments, with their long trains of army wagons, were marched out across the river for advanced positions, and all were in readiness for marching orders. We found the 2d and 5th Wisconsin encamped nearly together, and of course, visited each. Such a cordial greeting as we received from the Janesville boys never before fell to my lot. The first to recognize us were Lieut. McLean and Sergeant Saunders. They were engaged in a friendly attack on an apple wagon as we came up, and as soon as we could make our way to the tents there was a general "turning out" for hearty handshakes and hurried inquiries about friends at home. We saw less of Capt. Wheeler's company than of Capt. Ely's, as Wheeler and Clum were absent, with 41 men, on an advanced picket duty, and several whom we met in camp had just returned from a 50-hour absence on the same duty. Col. Cobb was sick in the hospital, and we consequently failed to see him. Generally, officers and men looked rugged and hearty, though they bore the appearance of camp life and hard duty. Many messages were sent to "loved ones at home," and if I fulfill all my promises I am afraid there will be a woman in Jackson street asking when I shall finish visiting those soldiers' wives.

It was hard to leave such friends, but an urgent invitation to stay two days, backed with a promise to see a fight, could not detain us. What Bro. Graham thought I cannot say; but for myself I remembered the fate of Congressman Ely and the exploits of Samarian Benedict of Madison.

A dinner with the boys closed our visit, and we sped our way down the road on the banks of the river, passing camp after camp, fortification after fortification from which those suggestive 30 pounders were peering their open mouths, delayed by passing wagons, and receiving salutes from officers who, probably from the fact that our carriage was the only one among them that day, supposed we were some Prince of Wales or Duke of Cambridge. At Arlington Heights we spread ourselves in front of the famous Arlington House, and profaned with our vulgar feet the former home of the chivalrous rebel, Gen. Lee. At four o'clock we crossed the Long Bridge, and completed what is a gentleman's day's work in Washington; our driver concluded that his contract for a day's use of his carriage was fulfilled, and cut off the trip to Alexandria. But shortened as the trip was, the day has left recollections that death only can efface. Nothing but unusual good fortune and the aid of Mr. Graham procured me the pass to which I am indebted for a sight that hundreds about Washington have vainly sought to witness.

While the train was stopping at the Relay House on my way here, a portion of the Wisconsin 4th was passing with music and

mounted officers; the balance of the regiment was scattered at various places along the line of the railroad. The 3d is stationed at Frederick, and did good service in arresting the secession members of the Maryland legislature. I have met here several officers from both regiments who were in on business or a short furlough.

Wisconsin, however, is not represented alone by her military. I scarcely go into the street without seeing some "civilian" with whom I am acquainted. A. G. Alden, A. T. Gray, E. D. Tallman and E. C. Joseph, all from Janesville, are scattered through the governmental "departments." Frank Parker is astonishing the hotel-congregating people with his billiard playing. Last night I saw him make a run of 91 points, and then stopped because "game" was called. Frank says he can now beat Royal Wood and double-discount him, and I guess he can, for he occasionally runs out a full game without allowing his opponent to make a play. My pilot through the capitol and Smithsonian Institute was J. R. Briggs, former editor of the Beloit Journal, who has a comfortable clerkship under Mr. Eibe-ridge, clerk of the house of representatives. I have several contributions for my secession and patriotic gallery, obtained at the navy yard here, and Ward's cannon works in New York.

I am getting my letter too long, or I would give you some illustration of the character of the rumors with which Washington is filled. A sample must suffice. Going up the avenue this morning with Mr. Alden, a stranger accosted us with the remark—"There is great news at the war department this morning. McClellan is within a mile of Manassas Junction." This story was detailed with great earnestness, and enforced by the narrator declaring that he left Ball Cross roads last night at 12 o'clock and was a messenger to Gen. Scott, who had not slept a wink all last night and before whom he was summoned at 10 o'clock this forenoon. Though entire strangers he entrusted us with the gratifying news confidentially, as the department did not wish to have it generally known. Last night, a report was current that Gen. Wool had taken Norfolk with a great loss of life. And so the stories go. You hear enough, in all conscience, by telegraph, but the rumors sent off are a small portion of those in circulation.

Good bye and all hands keep in good temper until I get home. C. H.

## Letter From on Board the Great Eastern.

The following letter written by one of our well known citizens, who has been abroad in Europe for the past three months, to his partner in this city, though not intended for publication, has sufficient interest in this locality, where the writer and Mr. Whiton are so well known, to justify its publication, for the gratification of their numerous friends who will be interested to hear of their safety:

ON BOARD THE GREAT EASTERN,  
QUEENSTOWN, Ireland, Sept. 18th, 1861.  
MY DEAR HAWES:—As I had previously informed you was my intention, myself and Mr. Whiton took passage on the Great Eastern, bound from Liverpool to New York, and sailed from the former port on Tuesday the 10th inst.—leaving the offing at about 5 o'clock P. M.

We had about 400 passengers, of all classes, and these with the ship's crew of 360 men made altogether 760 souls on board. The ship had little freight and little ballast; and as a consequence she stood high and towering out of water as if to invite the perils we were unhappily destined to encounter in her. We had, however, fine weather, a smooth sea and a pleasant run until Thursday the 12th inst., at about 4 o'clock P. M., when, being well off the Irish coast on our way, a storm—not of great violence at first—broke upon us. No apprehensions were immediately felt for the safety of the vessel, but as the storm increased in severity and her huge proportions began to yield to the shock and gather motion, confidence in the boasted security of the vessel against the discomfort of sea-sickness and cognate evils speedily gave way to convictions too nauseating to need other demonstration that there was to be at least no exemption from the ordinary annoyances of a sea voyage. Not only so, but the storm increasing, the work of destruction within and without soon became so frightful as to justify the most serious apprehensions for the safety of the vessel itself. By 5 o'clock P. M. the storm had increased greatly while the motion of the vessel had become so violent as to defeat all attempt at order within, but still, what was more important, some sort of order was yet preserved on deck. Soon afterwards, however, it was discovered that the vessel was not under command. On attempting to bring her out of the trough of the sea, in which she was in great danger of foundering, she did not obey her helm. This at the time was supposed to be all attributable to the extreme violence of the storm and her immense size; but speedily the alarming discovery was made that the rudder was gone, and that the vessel was drifting at the mercy of the elements! The rudder post, of wrought iron, ten inches in diameter, had broken below the arms by which its action was controlled. Up to this time the vessel had been working her paddles and also her screw; but now the waves had not only taken away the rudder, but the side wheels as well—leaving not even the remnant of a wheel upon one side, and tearing up and destroying the heavy iron guards around both in the most frightful manner. This, of course, left us only the screw upon which to depend for motion, aside from the vessel's sails, with no power whatever left to govern or control that motion. All that could be done for the time was to allow the vessel to drift, remaining passive as we might be able as to consequences. It was a serious and trying time, that dark and gloomy Thursday night. Wildly drifting upon the ocean, helpless, almost hopeless, our immense vessel—the upper deck of which stood forty feet above her water-line—was constantly rolling from one side to the other with a violence that put both life and limb in peril, each surge bringing the vessel upon its side with a crash

that threatened to crush it to atoms, and its only safety for the time depending upon the contingency as to whether the water should come in upon her quarter. Fortunately the water did not come in, and though the vessel rolled so low and fearfully, she righted beautifully from each recurring shock. While destruction on deck seemed complete as to everything except that the hull of the vessel remained staunch and uninjured, ruin below was far more frightful to the view though really less appalling as to the reality. The violence of the motion of the vessel had torn the furniture, fixtures and ornaments from the grand saloon, dining saloons, pantries, store-rooms, and indeed in every part of the vessel, from their places, and left everything free to move whithersoever it might be carried. Imagination would fail to picture the terrific scene everywhere exhibited below deck. Crockery, glass-ware, silver-ware, chandeliers, lamps, sofas, tables, chairs—indeed the entire contents of the grand saloon, the two great dining saloons and their pantries, with their fixtures, were mingled in indiscriminate confusion and were running and sliding from one side of the immense saloons to the other, pouring down the gang-ways through the state rooms below, carrying away railings, doors, and every other obstacle in their progress, with a force that soon made fragments of everything, and put everybody in peril who were not fortunate enough to barricade a corner in which to lash themselves fast. The crash and din of this general destruction, together with the constant breaking of windows and skylights and the falling of glass, added to the incessant plunging, rolling and crushing of the baggage and freights below, made the scene one of such awful terror that there was not needed a knowledge of the really greater dangers without to impress the mind with the most serious forebodings.

The storm continued until Friday afternoon the 13th, when it abated somewhat, though the sea continued very rough. During all this time the vessel was rolling with great violence and drifting away from the usual track of ships, so that we had little hope of soon falling in with any craft should we be so fortunate as to keep aloft. Happily we knew we were so far from land that we only had the present danger of foundering at sea before us. Our only chance of escape was in falling in with something that could take us off, or in rigging a rudder that should give us control of the motion of the ship; and neither of these chances seemed encouraging. For, as to the first, except in a smooth sea it would be impossible to transfer our passengers from our immense craft to another vessel, and as to the last, there seemed to be nobody on board of sufficient genius and capacity to rig a rudder—and thus we drifted, dejected and forlorn, until 8 o'clock P. M. of Saturday the 14th, when a small brig hove in sight, and answered our signals of distress by coming along side within speaking distance.

In answer to our request she promised to lay by us during the night, and render, if need be, such assistance as might be in her power. This promise she faithfully fulfilled as to lying by us, all honor and praise to her kind-hearted master, and fortunately there was nothing more she could do for us. Yet it was cheering to our sad hearts to have this little craft, not large enough to hold more than the half of us, and which really would have been able to do little more than pick up some of our drowned and dead on our vessel going to pieces, in sight, though conscious that she could do little for us. It was the first sail we had seen during our troubles, as it was the only one we did see until we met the Persia, hereinafter mentioned. Many a man in our vessel would have given his all to have been put safely on board that little, uncomfortable, billow-tossed bark that night. She had a rudder; and she played around us so beautifully, contrasted with our own heavy, rolling, powerless, helpless condition, as to give hope that she was safe for those whose little fortune it might be to tread her little deck. But our captain would not listen to a suggestion for the attempted transfer of a person.

On Sunday, the 15th, the weather and sea being more favorable, an attempt was made to rig a rudder—the brig still standing by us. At about 5 o'clock P. M., the rudder was shipped and the experiment made to get steered upon the vessel. This attempt, fortunately, was so far successful as to give control of the general direction of the ship at once, and the screw being put in motion we parted from the brig and made for the coast of Ireland, ascertained to be distant about three hundred miles. The night was a most uncomfortable one. The steering apparatus, extemporized and called a rudder, was not sure to be a success, and while it worked imperfectly the rolling motion of the vessel also continued as disagreeable as ever. Still passenger and crew all felt more hopeful, and Monday morning, the 16th, broke upon us surprisingly beautiful, with a more quiet but still heavy sea. Defects in our steering apparatus had been somewhat remedied, and now all seemed to have gathered hopeful assurance that we should safely make Queenstown harbor, whither the vessel had been headed. At 10 o'clock A. M., the steamship Persia, from Liverpool to New York, hove in sight. She had left Queenstown at five o'clock the evening before, and we were rejoiced to get into this near communication with the shore for which we had such longings. In addition to this it gave us great relief to know that she would take to America intelligence of our safety that would quiet alarm likely to exist there by reason of our failure to reach New York at the time we were due. The Persia came near us and received intelligence of our disabled condition with assurance that we now felt confident of reaching port without assistance, and thereupon left us on her way to America, while we steamed slowly onward towards port. Our progress was necessarily slow, as we only had the aid of our screw, and even that could not be worked to its full power by reason of our imperfect steering upon the vessel. Still we now felt measurably safe under the prospect of continued good weather, and Monday afternoon and night we

spent comfortably on board our great wreck. On Tuesday the 17th, we succeeded in casting anchor outside Queenstown harbor at 7 o'clock in the evening. Thus terminates our week's adventure on board the Great Eastern.

It is due to the passengers to say that all have sustained themselves during the perilous incidents through which we have passed with great courage and firmness. The ladies particularly offered in their persons commendable examples of cool and courageous conduct. Only two accidents of a serious nature have occurred to any on board. One is the case of a cook who was badly scalded, and the other a deck hand who had several of his ribs broken in assisting to work the steering apparatus. The destruction of property on board the vessel is immense—as well that pertaining to the vessel itself as the property of passengers. Except the hull and machinery, which are uninjured, the vessel is a complete wreck; while the most of the heavy baggage and personal effects of the passengers are lost—ground to fragments, and even all trace of identity lost in many cases. Several ladies with three to five thousand dollar wardrobes already appear as claimants for damages.

Of the ship itself it only need be said that experience has now clearly demonstrated that she is too immensely large for safety, as it had previously done that she was for profit. As a structure, a piece of mechanism, the good and bad are strangely blended and commingled. She has a hull of unequalled strength, as our safety through days of wild drifting, the sport of angry elements, shows. The great cause of complaint, however, at the recent disaster is found in the insufficient and improper preparations bestowed upon the vessel to fit her for the voyage. The storm we encountered was severe, yet it hardly deserves to be called a gale. We should have been prepared to encounter one of even greater severity. That we were not, is not so much due to the faulty construction of the vessel as to the criminal negligence and oversight of those having charge of the preparations of the vessel for the voyage. She had too little ballast as all agree—drawing full ten feet less water than she ought to have done. In addition to this, she was not officered and manned fortunately or ably. The officers and crew were not only strangers to each other—picked up for the present voyage and thrown together for the first time, but they were strangers to the ship, and when the storm came upon us no man seemed to know his plan or duty. But enough. Of details I had no purpose to speak. It will take long to fit up the ship and repair for another voyage, if this be ventured upon, which I much doubt. And when this is done, if done it is to be, a greater work will remain to be accomplished to do away with the impression that her recent disaster must create, that she is not the best choice among the ocean steamers of the day, and that her character for sea-worthiness remains yet to be established.

I write from on board the vessel at the first moment without knowing whether the company are to procure passage for us in another vessel, refund our money, and leave us to seek passage by other ships, or deny us all relief. Whatever they may conclude to do I hope to find passage by an early steamer.

In the meanwhile I remain, yours, &c.,  
H. S. CONGER.

GEN. LANE IN WESTERN MISSOURI.—The rumor is confirmed that Gen. Lane has dislodged the rebel force from Osceola, in St. Clair county, and burned the town to the ground. An immense supply train, intended for Price was captured. It is represented as between two and three miles in length, contained all the supplies and equipment of Rains and Price and \$100,000 in money. This is the most important success gained for the Union cause in Missouri, and goes far to redeem our losses at Lexington. Lane is now on his way back and is soon expected in Leavenworth, Kansas.

A strong effort is being made to induce the secretary of the treasury to put about \$100,000,000 in demand notes on the treasury of small denominations, and the effort, it is thought, may prove successful.

The traitor, Jas. B. Clay, has been let to bail by Judge Catron, at Louisville. What a farce such a proceeding is. Now, of course, Clay will be stimulated to still greater exertions to carry Kentucky out of the Union, because by so doing he saves his neck and his bail.

The Daily Life says:—The war fund in the state treasury is nearly exhausted. On the 3d there was but \$15,400 on hand, and of this sum about one half was drawn on that day by Pay Master General Mills, leaving the balance for the payment of the monthly dues of volunteer's families and widows. Until Secretary Watson returns with money from the general government, or more bonds are sold, the fund must be regarded as dry. The secretary left for Washington last night.

IMPORTANT FROM WESTERN VIRGINIA.—On Thursday last there was a sharp fight near Cheat Mountain between 5000 federal troops under Gen. Reynolds and 15,000 rebels under Gen. Anderson. The federal loss was ten killed and eleven wounded; that of the rebels was several hundred. As it was simply a reconnaissance on our part the enemy's position was not stormed, not being considered of sufficient consequence.

PIRACY AND HIGH TREASON.—The Grand Jury of the United States District Court, yesterday found a true bill charging piracy and high treason against the crew, thirty-six in number, of the privateer Petrel, sunk at sea by the U. S. frigate St. Lawrence. They will be tried next week before the United States Circuit Court.—Philadelphia Enquirer October 1.

## BY TELEGRAPH.

REPORTED FOR THE DAILY GAZETTE.  
BY WISCONSIN STATE TELEGRAPH LINE,  
Office in Union Passenger Depot.

## Last Night's Report.

St. Louis, Oct. 5.  
Gen. Fremont's charges and specifications against Col. Blair, including Colonel Blair's letter to the Postmaster-General Blair, were published in this morning's Democrat. Col. Blair was arrested the second day for writing a letter which he addressed to Adjutant General Thomas by Fremont, and because he declined his sword to take command of his regiment, then on the march to the battle field. The release of Col. Blair by Gen. Scott, is understood to be peremptory.

St. Louis, Oct. 6.  
Capt. McKeever, assistant Adjutant General of this department, received a dispatch from General Fremont, saying that the charges and specification against Colonel Blair, published in the Democrat yesterday morning, received publicity without his knowledge or sanction; that he has telegraphed the President and Scott, that he met meets his unqualified disapproval, and requesting Capt. McKeever to investigate the violation of his confidence and interference with his papers so that the perpetrators may be instantly proceeded against and punished.

## To-Day's Report.

[Reported Exclusively for the Daily Gazette.]

## MORNING DESPATCHES.

New York, Oct. 6.  
Turk Island dates, Sept. 21st, (not telegraphic) state that there had been a great demand for salt this week, and most lots sold for cash. The quantity on hand is steadily diminishing, as the rains so far have prevented any quantity from being gathered. 748c are present prices, export duty 14c.

Baltimore, Oct. 6.  
Old Point boat brought a number of refugees from Norfolk, including some released crews from prize vessels. Col. DeVilliers, the instructor of Col. Elsworth, who was taken prisoner by ex-Gov. Wise in Western Virginia, came up in the boat, having escaped from prison and made his way along the James river to Newport News. He escaped along with twenty-two others, who were arrested and taken back. He alone escaped, disguising himself and affecting lameness, succeeded in escaping. He describes the suffering of the prisoners as great, and their treatment as barbarous; some of them having been shot from the street by women. He has gone to Washington with much important information, gleaned on his journey.

Washington, Oct. 6.  
Statement of the master of the steamer Fanny.

HATTERAS, Oct. 1.  
I left in the steamer Fanny for Loggerhead Inlet, arriving there at 1 P. M. We anchored and waited there two hours and a half before we got communication from the shore. When about two thirds of the way from the shore, we saw a steamer to the westward, about 4 P. M., which proved to be one of the enemy. She was standing to cut off our retreat, and in a short time two more appeared steering directly for us. The first one then steamed and commenced firing upon us, and as soon as the other two came up, they fired shots, striking one of our boats in the bow. Then Capt. Hart of the 20th Indiana regiment suggested to surrender, saying, no use fighting against such odds, and requested us to hoist the white flag. The mate of the boat and the few soldiers then turned to and threw some thirty cases of ammunition, when Capt. Hart forbade them throwing any more over board. Capt. Hart then suggested that the chain be slipped and the boat run ashore. The white flag was then hoisted and the crew left in their boats. We endeavored to get boats to carry the soldiers off the Fanny, but could not do so. The best of my opinion is, that they had plenty of time from our arrival to that of the enemy, to have got everything on shore to have been done in transportation of the stores, so that we could have destroyed the vessel.

Washington, Oct. 6.  
Tribune's Special.—President has decided that hereafter all contracts and appointments for the western department shall be made in Washington in the regular way, and through the ordinary channels.

Brig. Gen. W. K. Strong will also be authorized to make such change in Missouri as chief of the staff, as he shall deem best. Nothing but the imperative demand of public interest will induce the government to supersede Fremont.

The attorney general is unserved in his expression of opinion concerning Gen. Fremont and does not hesitate to pronounce his retention a public crime.

A full consultation on the whole subject will be held to-morrow in a cabinet meeting.

The publicity given to the Savannah blockade by the British steamer Bermuda is said to have proceeded from Lord Lyons's dinner table. Information from the village of Thompson, Conn., gives me reason to believe that a part of the freight of this vessel was 70 tons of gun powder, 7000 Enfield rifles, 10 rifled cannon, 605 pair shoes and a large quantity of blankets, clothing and an extraordinary amount of Quinine and morphia. Remonstrances against her sailing and completing her cargo were made by Charles Francis Adams in London but the foreign office did not feel at liberty or would not see its obligation to arrest the unlawful voyage.

Col. Sir John DeCoursey, distinguished in the Crimean war, has been commissioned by Gov. Dennison, colonel of the 68th Ohio regiment, and will leave to-morrow to take command.

Capt. John Mason and Crook of the regular army are also to have Ohio colonelcies. A. M. Morehead, of Indiana, was yesterday appointed consul to Leipzig.

Times' despatch.—Highly important advice have been received from Cuba by steamer Karnak. The Spanish war steamer Dona was waiting at Cadiz for the result of the cabinet conference relative to the European coalition against Mexico, that advice of the ultimatum of Spain might be immediately despatched to the government of Cuba. In the meantime an expedition is being fitted out at Havana for Mexico, under pretext of going to San Domingo. The expedition consists of six batteries of howitzers and 10,000 men, and will be ready to start by the latter part of next month. It is given out that Spain is taking these steps against Mexico, on her own responsibility, but definitely that the English and French are to send their quota of men as well as co-operate with their fleets in the gulf. The whole country will be startled by the extent of this movement and the end in view, the regulation of Mexico as its least important object. It looks higher north.

followed by similar orders to the lieutenant colonels, majors and company officers, successively.

There will be to-morrow the grandest artillery and cavalry review ever witnessed on this continent. It will include six regiments of cavalry and twenty complete batteries of artillery.

## AFTERNOON DESPATCHES.

DARNESTOWN, Md., Oct. 4.  
This morning guns were heard in the direction of Conner's Ferry. This p. m. Gen. Banks rode thither and has not yet returned. It is surmised the firing was from our guns to protect the preparations said to be progressing there for crossing the river.

The last brigade commanded by Gen. Abercrombie is now resting near Dawsonville.

WASHINGTON, Oct. 7.  
The recently concluded treaty between the Delaware Indians and the United States is officially proclaimed. It provides for conditional purchase of surplus lands by the Leavenworth, Pawnee and Western R. R. company of Kansas in aid of the construction of a rail road through the home reserve. The number of acres is nearly 224,000 at an aggregate valuation of \$287,000.

FORTRESS MONROE, Oct. 6.  
The Spaulding sailed for Hatteras Inlet with five hundred troops.

Gen. Wool returned to Old Point this morning, and will doubtless remain. Gen. Mansfield goes to Hatteras Inlet to assume chief command.

Commissionary John Clark, late editor of the Boston Courier, was on the propeller Fanny, but left with the first boat load of stores, and thus escaped being made a prisoner. The captain of the Fanny is severely censured, as it appears the rebel vessels were not seen until within four miles of the propeller.

On Thursday two tug boats having the Susquehanna launches in tow, and laden with the remaining stores for the 20th Indiana regiment, left Hatteras Inlet for the encampment of the regiment; but it was rumored before the sailing of the Pawnee they had abandoned their position and were on their way to Hatteras Inlet.

New York, Oct. 7.  
A serious riot occurred in Hudson City, Saturday night, between members of the United States Army and the U. S. Army and some 300 citizens, which it is feared may yet lead to serious results. A number of persons were injured, including the mayor of the city, while trying to quell the disturbance, was stabbed five or six times about the head and body, and is very seriously if not fatally injured. There were serious apprehensions of a riot yesterday, and the military were ordered to hold themselves in readiness.

JEFFERSON CITY, Oct. 6.  
Special to St. Louis Democrat.—Little doubt is entertained here that Price is on his way south with the main body of his army. Price is reported to be making demonstrations near Georgetown and Sedalia, being merely a deception for the purpose of keeping our advance engaged.—When last heard from Price's advance guard was at Clinton, in Henry county. It is supposed Price will push to the Arkansas line. Gen. Fremont will follow him closely and give him battle wherever he can find him. A force of between 3,000 and 4,000 rebel cavalry were seen near Tipton to-day, whose object is presumed to be to get between our advance and this place, and fall upon some stray regiment or transportation train going out.

Col. Coffee, of Booneville, passed through here the other day for St. Louis, but it has been since ascertained that he is on his way south with important documents containing the official record of the proceedings of the Missouri legislature, held at Lexington.

A scout from Lynn Creek, reports the probable death of the notorious rebel leader, Rev. M. Johnson, who, moving some of Fort Leavenworth powder, was dangerously wounded by the explosion of one of the kegs.

General Fremont and staff will probably leave for Sedalia to-morrow.

Special to the St. Louis Republican.—It seems to be the belief of military circles that Price will avoid a battle with Fremont if possible; but others entertain the opinion that he intends a surprise upon some point the least protected, and that we shall have a fight in a few days. Fremont designs to follow the rebel army into Arkansas, and force them to fight whenever he can encounter them.

The paymasters who brought one million two hundred thousand dollars to pay off the troops to the 31st of August, have discharged their duties and are bound to St. Louis. Claib. Jackson is reported to be en route for Texas.

The farmers of Pettis county recently offered to furnish Gen. Fremont gratis two hundred and fifty thousand dollars worth of grain for his army.

Capt. Champion, the rebel who was here last week, has been arrested as a spy in Georgetown, and is now a prisoner.

## The Markets.

New York, Oct. 7.  
Flour market quiet firm with fair export demand. Sales 5,365,500 super extra, 5,565,470 extra state and super western, 5,565,575 common to medium extra western, 5,565,580 shipping brand extra R. H. O. Canada flour firm. Receipts at New York 231,685 bu. Market dull and about low. Sales 80,000 bu., 1.21 choice spring, 1.21 1/2 choice winter, 1.34 winter red western, 1.38 white western.

## MARRIED.

By the Rev. E. J. Goodspeed, October 6th, CHARLES A. BROWN, Engineer of C. & N. W. railroad, and Miss ANNETTE L. CROUCH, both of Janesville.

## NEW ADVERTISEMENTS.

CIRCUIT COURT—BOOK COUNTY.  
The Farmers Loan and Trust Company, against John V. Bean, Lotter G. Fisher, William T. Goodrich, William H. Lathrop Receiver of the Racine & Mississippi Rail Road Company, Charles Washburn, Jackson Bondwell, William T. Sylvester, Deputy of Lake Superior, William Talcott, Thomas B. Talcott and Lucius G. Fisher, Sylvester Talcott, Wait Talcott, Henry G. Talcott, William Talcott, Thomas B. Talcott and John Clover, surviving partners of the firm of Fisher, Keep, Talcott & Co.  
The State of Wisconsin, to the above named defendants and each and every of them.  
YOU are hereby summoned and required to answer the complaint in this action, which has been filed in the office of the clerk of the circuit court for Book County, of the city of Janesville, and to serve a copy of your answer to said complaint on the undersigned at his office in said city within twenty days after the date of this summons on you, exclusive of the day of each service; and if you fail to answer the said complaint within the time above specified, the plaintiff in this action will apply to the court for the relief demanded in the complaint.

Witness, the Hon. David Noggle, judge of said court, [L. S.] this 15th day of September, A. D. 1861.  
LARRY ALLEN, Clerk.  
J. A. SLEPHER, Plaintiff's Attorney, Janesville, Wis.

## NO COMPROMISE!

Every Avenue Completely Blocked.

## The Old Credit System Shut In.

## CASH VICTORIOUS!

## Immense Arrivals

## FALL & WINTER MERCHANDISE

## AT THE

## New York Cash Store!

## SMITH & BOSTWICK,

## PROPRIETORS.

THE largest stock received in the last two weeks ever before received by us at any one purchase. We have now on hand, in our two stores connected, the most magnificent

## STOCK OF MERCHANDISE

to be found in the state, all of which we shall sell for

## CASH

at prices that will defy all competition in the state. Having bought all of our

## DOMESTICS

In July and August, before the great rise in the eastern markets, with very few exceptions, we shall sell our entire stock of Domestic at old prices, which will be at least

## THIRTY PER CENT CHEAPER

than they can be bought for at the present time of the manufacturers. Good Brown Sheetings at 9 cents. Very Heavy Splendid Delaines, one shilling. Best made 20 cents. Our entire stock of fast colored best prints at 9 cents. 15 yards bleached sheetings for \$1.00.

## BLEACHED GOODS, STRIPES, CHECKS, TICKS, DENIMS, KENTUCKY JEANS,

## and all kinds of

## DOMESTICS

## at

## Old Prices!

Having bought a very large stock of these goods before the rise in the eastern markets, we shall give our customers the benefit of

## BETTER BARAINS

than can be found in this city. Also a very large stock of

## SQUARE AND LONG WOOL AND BROCHA

## SHAWLS.

A very large stock of these goods, bought at 50 cents on the dollar from what they cost to manufacture, and will be sold for one half what they were ever before sold for in this place, also a very large assortment of

## LADIES CLOTH CLOAKS,

## Very Cheap.

We have now in store the Largest Stock of

## DRESS GOODS



## LOCAL DEPARTMENT.

### Arrival and Departure of Mails

At the Janesville Post Office, from and after May 18th, 1861.	Arrive.	Close.	Depart.
Chicago, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Onkash and way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Madison, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Madison, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Madison, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Madison, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Madison, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Madison, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Madison, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.
Madison, through, way.	12:30 P.M.	2:00 P.M.	7:30 A.M.

**LADIES' MEETING.**—There will be a meeting of the ladies of this city, at Lippin's Hall, on Tuesday at 2 o'clock P. M., to take measures to supply our volunteers with articles necessary to their comfort in the field and hospital.

**THE EIGHTH REGIMENT.**—We have received no information to-day in relation to the movement of the eighth regiment. We infer, therefore, that they will not pass through this city to-morrow.

Letters held for postage bearing old postage stamps:

Wm. P. Low, South Aron, N. Y.  
J. O. Johnson, Edgerton, Wis.  
J. B. Avery, Bearsoo, Wis.  
Riley Merrill, Cuba, Alleghany Co., N. Y.  
John Gibbs, Dallas City, Ill.  
James Lee, Stevens Point, Wis.  
John McMillen, Evansville, Wis.  
H. C. Childs, Chicago, Ill.  
J. Windoes, Jr., & Co., Kalamazoo, Mich.  
W. G. Clark, Union, Wis.  
N. Murphy, Washou, Iowa.  
John Steele, Beloit, Wis.  
Messrs. J. Plankington & Co., Milwaukee, Wis.

Mrs. J. C. Hopkins, Madison, Wis.  
Mrs. A. School, Waterville, Wis.  
Miss C. Johnson, Edgerton, Wis.  
Margaret Kelley, Haverhill, Mass.  
Mr. F. G. Brown, Madison, Ohio.  
J. M. BURGESS, Postmaster.

**A CARD.**—Riordan & Leech beg to inform the inhabitants of Janesville and its vicinity, that having rented one of the new stores on main street lately built by Messrs. Jenkins & Dewey, they will be prepared in a few days to open with an entirely new and desirable stock of general dry goods, boots and shoes, crockery &c. &c.

Having had an experience of twenty years in the dry goods trade, (six of which have been spent in this city), we feel confident that this fact in itself is sufficient guarantee that our stock has been selected with the greatest care by thoroughly competent hands and will be found adapted to the wants of this community. oc73

**RECOVERED.**—John Welch, of Clinton, who was so severely bitten a few weeks since, by a dog, supposed to be rabid, has to all appearance, fully recovered, and is engaged again in his usual avocation.

**POTATO ROT.**—We understand that the potato rot has appeared to considerable extent in this vicinity, caused by the excessive wet weather.

**CAPTAIN OF THE RANGERS.**—At a meeting of the Rangers held October 7th, for the election of captain, Rev. G. W. Ford was appointed chairman, N. Crotsenberg secretary. Fenton F. Stevens was unanimously elected captain. G. W. FORD Ch'n.

**MILITARY ITEMS.**—James Stevens, B. F. Blackman and J. W. Lusk, are commissioned as captain and lieutenants of Pioneer Rifles.

We hear the following companies mentioned as likely to be assigned to the 12th regiment: Omro Rifles; Wisconsin River Volunteers; Dodgeville Guard; Beedsburg Pioneer Rifles; Waupaca and Portage County Rifles; Prescott City Corps; Viola Wisconsin Union Riflemen; Madison Guard and companies forming in Keshena, Milwaukee and Prescott.

One of the soldiers of the 7th regiment who was left sick of typhoid fever died on Thursday. He was buried yesterday, his funeral being attended by the captain of the East Ohio Rifles and other corporals.

The men in some of the camps are suffering from the want of Indian rubber coverings. The quartermaster general has received some but as each of them are 11 ounces lighter than the contract calls for, he will only take them at a discount.

Rev. J. B. Britton, of the Grace Episcopal Church of this city, was yesterday elected chaplain of the 11th regiment. *Madison Patriot.*

**HOW THE TROOPS TOOK IT.**—The news of Gen. Fremont's removal flew over the city and out to the camps yesterday with lightning wings. We learn that at Camp Benton the troops were much excited and indulged in the most threatening and mutinous language, some declaring openly for Fremont at all hazards, and that they would fight under no other leader. So general and intense was this expression of the soldiers, that the officers wisely abstained from any remonstrance or interference, trusting to better news and gentle counsels after the flush of indignation had passed.

In the city we learn where rapid enlistments were taking place, at once closed, applicants swearing they would fight under nobody but Fremont. This wonderful attachment to the man is observed everywhere in the department of the west. Who could fail to place in the hearts of the soldiers?—*St. Louis Democrat, Oct. 6th.*

**POSITION OF THE REBELS IN KENTUCKY.**—The different recruiting stations and points occupied by the rebels for offensive operations in Kentucky are supposed to contain forces as follows:

Hickman, under Gen. Polk, 10,000  
Bowling Green, under Gen. Beckner, 6,000  
Cumberland Gap, under Gen. Zollicoffer, 5,000  
Owensboro, under Humphrey Marshall, 4,000  
Warren, under Jesse D. Riddle, 4,000  
New Harb Green, under J. C. Brackinridge, 3,000  
New West Point, under La Fayette Blomfield, 3,000  
Total rebel force in Kentucky, 24,300

## Janesville Fire Zouaves.

The following is a list of the officers, non-commissioned officers and privates of the Janesville Fire Zouaves, "Company G, 8th regiment, W. V.":

**OFFICERS.**  
W. B. BARRON, Capt.  
Charles P. King, 1st Lieut.  
R. D. Beamish, 2d do.  
**SEARGENTS.**  
Wm. H. Sargent, 1st Sergeant.  
James Croft, jun., 2d H. H. Whitmer, 4th  
M. H. Doty, 3d M. L. Williamson, 5th  
**CORPORALS.**  
J. A. White, 1st corp. W. J. McNair, 5th do  
A. J. Blood, 2d do A. Paul, jun., 8th do  
C. N. Riker, 3d do J. W. Drummond, 7th  
D. H. Slawson, 4th do Wm. Watson, 8th do  
Wm. Keesley, drummer.  
A. Slack, bugler.

**PRIVATES.**  
James Krebs  
Chas. Kelly  
Wm. Kelly  
Julius Love  
Chas. Lee  
James Keefe  
J. N. Marshall  
J. McNeil  
C. L. Noggle, Q. M. S.  
H. J. Phillips  
C. Palm  
B. Peters  
E. Rogers  
G. Stuckney  
A. M. Stuckney  
J. B. Smith  
John Stephenson  
J. S. Sargent  
P. W. Telf  
G. L. Griffith  
W. W. Gowens  
E. B. Griffin  
C. E. Hine  
David Harvey  
J. B. Higgins  
A. Holloway  
Sol. Harvey  
A. M. Johnson  
Joseph Kane

**BLANKETS WANTED FOR OUR SOLDIERS.**—The Quartermaster General has issued the following appeal: "The troops in the field need blankets. The supply in the country is exhausted. Men springing to arms faster than mills can manufacture, and large quantities ordered from abroad have not yet arrived. To relieve pressing necessities, contributions are invited from the surplus stores of families."

"The regulation army blanket weighs five pounds, but good, sound woollen blankets, weighing not less than four pounds, will be gladly received at the offices of United States quartermasters in the principal towns of the loyal states, and applied to the use of the troops."

"To such as have blankets which they can spare, but cannot afford to give, the full market value of suitable blankets, delivered as above will be paid."

M. C. MEIGS,  
Quartermaster-General United States.  
New York, Oct. 1, 1861.

**GEN. LANE SHOOT FIVE REBEL PRISONERS.**—We received last night a letter from our correspondent in Lane's Brigade, giving some particulars of the fight at Morristown; but as the principal items have been made public, we omit its publication. Twelve prisoners were taken at Morristown, five of whom were tried by drum-head court martial and shot. These five had been acting as scouts, and had taken six union prisoners—shooting two of them, and leaving their bodies on the prairie. Not having heard of the rebel defeat at Morristown, they were bringing the remaining four into the village to hang them. The letter is dated Camp at West Point, Sept. 23, 1861. *Leavenworth Times, October 2.*

**DAVIS JEALOUS OF BEAUREGARD.**—A correspondent of the Richmond Whig charges Jeff. Davis with refusing to permit the rebel army of the Potomac to attack Washington until he is able to go with it and share the glory. Jeff. is afraid, if Beauregard wins a great battle, that he (B.) will be elected president of the confederate states.

## COMMERCIAL.

### Janesville Wholesale Market.

Reported for the Janesville Gazette, by

**BUMP & GRAY,**

GRAIN AND PRODUCE DEALERS.

JANESVILLE, October 7, 1861.

Receipts of wheat were again large to-day, with no change in prices.

We continue Saturday's quotations:

WHEAT—good to choice milling spring 60¢; fair to good shipping 58¢; rejected 56¢.

CORN—white 48¢; yellow 46¢; and 18¢ per 72 lbs.

RYE—dull at 44¢ per bushel.

BARLEY—dull at 24¢ per 60 lbs.

COMMON—dull at 14¢ per 60 lbs.

WHEAT—good to choice milling spring 60¢; fair to good shipping 58¢; rejected 56¢.

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## Hard and Soft Coals.

Large Egg, Small Egg & Nut Sizes

Prepared for

**Grates, Coal Stoves & Furnaces.**

**Jackman & Dimock**

are now ready to deliver all the different varieties of

**COAL**

in any part of the city on

**SHORT NOTICE.**

September 24th, 1861. sep24dtw

**NOTICE.**

New York Cash Store.

September 30th, 1861.

**OWING** to the fact that under the present damaged

state of the country, all kinds of merchandise

among the eastern Manufacturers and Importers are

held for cash, we shall, on and after this date, hold our

goods exclusively for cash. All persons purchasing

goods at our establishment, not settled for the day of

purchase, are notified that their account is due any day

the bill is presented.

sep24dtw

**A Chance for a Good Bargain.**

I will sell my stock of Groceries at a bargain, and

at my store, during the war, at a low figure.

Any person wishing to engage in the Grocery business

will find a rare chance to make money. Enquire at

my store, Main street.

Z. S. DOTY.

Janesville, Sept. 20th, 1861. sep24dtw

**Chas. Pulker,**

**GENERAL AUCTIONEER**

and

**Commission Merchant,**

West Milwaukee St., Janesville, Wisconsin

**CASH ADVANCED ON MERCHANDISE**

of every description.

**Particular Attention Given**

to the sale of all kinds of property at

**AUCTION ROOMS,**

in any part of the country. jy24dtw

**ROOM FOR YOUNG AMERICA.**

**SHE IS EVER PROGRESSIVE!**

THIS proprietor of this well known establishment has

just returned from the east with the

**Largest and Best Stock of Clothing**

that ever has been brought to this city. His place

of business is at his old stand,

**MYERS' BLOCK, MAIN STREET,**

a spot which long years ago was familiar to the "mill

lads," and is now the favorite resort of all who desire to

purchase the cheapest and best of

**Fall and Winter Clothing,**

every style of which he has on hand, and with which

by reason of his recent extensive purchases, his

**Shelves are Literally Groaning.**

Above this Immense Establishment the

**Flag of Young America still floats,**

that flag is the

**Stars and Stripes,**

a flag which, in spirit of Treason and Traitors, and

**SLOP-SHOP TRADERS,**

must ever float.

"From where the rich magnolia blooms

On Alabama's tide,

Where a world of waters blend

To form Niagara's primeval roar,

Such is the flag of Young America, and beneath it

the proprietor of this Cheapest of all Cheap Clothing

Stores, dispenses to the public at the

**LOWEST RATES**

all kinds of

**FALL AND WINTER CLOTHING!**

among which are the finest of

**Cloth Coats, Cassimere Coats**

and the best variety of

**BEAVER OVERCOATS.**

He has also on hand every style of

**Ready-Made Clothing**

for men and boys' wear, and of the best kind. Also

**FESTS,**

**SHIRTS,**

**COLLARS,**

**CRAVATS,**

**STOCKS,**

**HANDKERCHIEFS,**

**UNDER SHIRTS**

and every article of

**WEARING APPAREL**

that any man can need or name.

Connected with his establishment he has also a

**Merchant Tailoring Department,**

at the head of which he has in his employ

**GEORGE BENTON,**

one of the very best cutters in the state.

## TO THE PEOPLE OF JANESVILLE

AND

**ROCK COUNTY.**

**GREAT ANNUAL SALE**

OF

**SPRING AND SUMMER**

**DRY GOODS!**

**BOOTS AND SHOES,**

**Hats and Caps,**

**MILLINERY GOODS, &c., &c.,**

**McKay & Bro's.**

ON the first day of August in every year it is usual

for us to get up our closing sale for the season, and

having been induced to purchase very largely owing to

the low price of imported goods in the early part of the

summer, it will be necessary for us, in order to make

room for our fall purchases, to dispose of all our

**\$20,000 Worth of Goods**

within the next

**THIRTY DAYS.**

The experience of past years has satisfied us that such

an amount can be sold, if goods are offered at such fig-

ures as we herein announce. For instance, of the 100

we now offer 10 yds for 75 cents. All our best French

Laines, sold at 125 cents, now only 125¢. All our best

English and French Organdies, cost of importation 60¢

and sold by us at 75¢, we will now sell at 125¢. Five

cases of beautiful Mottled Montebello, sold by us at

125¢, we now only 125¢. Five cases of Mottled Modena,

Parquet de Paris, Morrells, Paris Drussins, &c., &c.,

suitable for street or traveling dresses, and sold by us

for 150¢ to 31 cents, now only 125¢. All our

pieces striped, checked, Broche and plain Tricots,

all sold by us for 125¢, now only 125¢. We call particular

attention to the following:

300 pieces of solid color Bayadere, Broche, cost of im-

portation 20¢ per yard, now offered by us at 60¢. Just

imagine, 12 yards of Bayadere for 75 cents.

100 pieces of beautiful Bayadere, check and plain ti-

lous and Broche, all colors, and in case assort all who

yard, now offered at the small sum of 25 cents.

Our entire stock of French and China Silks, always

sold at 60¢, now only 44¢ per yard.

Our entire stock of

**DRESS SILKS**

at a similar reduction.

Lace and Silk Mantilla Laines, sold at 125¢, cost

of the latest designs, all of which we will sell 25¢ per cent

less than last week's prices.

A large selection of Embroidered Sets and Collars at

reduced prices.

We also offer the following list of goods for one dollar:

10 yards of Bayadere, 10 yds of Bayadere, 10 yds

of Bayadere, 10 yds of Bayadere, 10 yds of Bayadere,

10 yds of Bayadere, 10 yds of Bayadere, 10 yds of Bayadere,

10 yds of Bayadere, 10 yds of Bayadere, 10 yds of Bayadere,

10 yds of Bayadere, 10 yds of Bayadere, 10 yds of Bayadere,

10 yds of Bayadere, 10 yds of Bayadere, 10 yds of Bay



